



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

DONALD L. WOLFE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 25, 2005

IN REPLY PLEASE
REFER TO FILE: **PD-3**

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT OF
BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL
MITIGATED NEGATIVE DECLARATION AND AUTHORITY TO PROCEED
SUPERVISORIAL DISTRICT 1
3 VOTES**

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the enclosed Mitigated Negative Declaration/Findings of No Significant Impact, including comments received during the public review process, for the proposed Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel project in the Cities of Montebello and Pico Rivera; concur that the project with the proposed mitigation measures will not have a significant effect on the environment; find that the Mitigated Negative Declaration/Findings of No Significant Impact reflects the independent judgment of the County; and approve the Mitigated Negative Declaration/Findings of No Significant Impact.
2. Adopt the enclosed Mitigation Monitoring and Reporting Program to ensure compliance with project changes and conditions adopted to mitigate or avoid significant effects on the environment.
3. Approve the project and authorize Public Works to carry out the project.

4. Authorize Public Works to pay the \$1,250 fee to the State Department of Fish and Game as required by the Fish and Game and Public Resources Codes.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will fulfill the requirements of the California Environmental Quality Act for the Beverly Boulevard Phase III Widening and Replacement of the Beverly Boulevard Bridge Over Rio Hondo Channel project and authorize the proposed project to proceed.

An environmental impact analysis/documentation is a California Environmental Quality Act requirement that is to be used in evaluating the environmental impacts of this project and should be considered in the approval of this project. As the project administrator, we are also the lead agency in terms of meeting the requirements of the California Environmental Quality Act. Due to the inclusion of Federal funding for the proposed project, the document was also written in compliance with the requirements of the National Environmental Policy Act. The Federal Highway Administration has approved a Finding of No Significant Impact for the project in accordance with National Environmental Policy Act requirements.

The purpose of the proposed project is to improve traffic circulation and pedestrian safety within the project area. The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot lanes, a 10-foot two-way left-turn lane, and two 11-foot shoulders from Montebello Boulevard to Rea Drive. The shoulders would serve as travel lanes during peak hours to increase capacity, effectively providing three travel lanes in each direction during peak travel hours. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. This segment represents the last phase of widening in Beverly Boulevard from Downtown Los Angeles (Alameda Street) to Whittier (Norwalk Boulevard). The proposed project will also include the replacement of the Beverly Boulevard Bridge over Rio Hondo Channel east of Rea Drive. The proposed bridge replacement includes replacement of the existing bridge with a wider structure, realignment of the driveway to the Rio Hondo Convalescent Hospital at Rea Drive, removal of the Rea Drive underpass, removal and reconstruction of the existing retaining wall on the north side of Beverly Boulevard west of Rea Drive, construction of a bus turnaround area just northeast of the intersection of Beverly Boulevard and Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The Initial Study of Environmental Factors indicated that the project with the proposed mitigation measures would not have a significant effect on the environment. Therefore, in accordance with the Environmental Document Reporting Procedures and Guidelines adopted by your Board on November 17, 1987, a Mitigated Negative Declaration was prepared and circulated for public review.

Implementation of Strategic Plan Goals

This action is consistent with the County Strategic Plan Goal of Service Excellence as this action will improve traffic circulation and pedestrian safety, which improves the quality of life in the County.

FISCAL IMPACT/FINANCING

There will be no impact to the County's General Fund. Funding for construction of the project is proposed to be included in a future Road Fund budget, to be reimbursed by funding from the City of Pico Rivera, City of Montebello, the Highway Bridge Replacement and Rehabilitation program, and Los Angeles County Metropolitan Transportation Authority grant funds.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Under the California Environmental Quality Act, any lead agency preparing a Mitigated Negative Declaration must provide a public notice within a reasonable period of time prior to certification of the Mitigated Negative Declaration. To comply with this requirement, a Notice of Public Hearing and Availability of Initial Study/Environmental Assessment pursuant to Section 21092 of the Public Resources Code, the project was published in the *Eastside Sun*, *Whittier Daily News*, and the *Montebello News*. Copies of the Mitigated Negative Declaration were provided for public review to the Cities of Montebello and Pico Rivera libraries, and the Cities of Montebello and Pico Rivera. Notices regarding the availability of the Mitigated Negative Declaration were also mailed to residents within the vicinity of the project.

The public review period for the Mitigated Negative Declaration ended on March 25, 2004. We received comments from six residents of the area. The comments and the County's responses, thereto, are included in the Mitigated Negative Declaration/Finding of No Significant Impact document.

Based upon the Initial Study of Environmental Factors, it was determined that the project with the proposed mitigation measures will have less than a significant effect on the environment. Therefore, approval of the Mitigated Negative Declaration is requested at this time.

ENVIRONMENTAL DOCUMENTATION

The California Environmental Quality Act requires public agency decision makers to document and consider the environmental implication of their action.

Mitigation measures have been included as part of the project. We have prepared the enclosed Monitoring and Reporting Program that includes maintaining records to ensure compliance with environmental mitigation measures adopted as part of this project. Included in the mitigation measures is the requirement that a Relocation Plan be prepared and implemented to provide relocation assistance to any business or person displaced as a result of the acquisition of their property to construct this project. The Relocation Plan will be prepared when the project's right-of-way needs are confirmed during final design. Your Board is being asked to approve and authorize Public Works to carry out this project.

A fee must be paid to the State Department of Fish and Game when certain notices required by California Environmental Quality Act are filed with the County Clerk. Upon approval of the Mitigated Negative Declaration by your Board, Public Works will submit a check in the amount of \$1,250 to the County Clerk to pay the fee. In addition, a \$25 handling fee will be paid to the County Clerk for processing. We will also file a Notice of Determination in accordance with the requirements of Section 21152(a) of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project with the proposed mitigation measures will not have a significant impact on current road services or projects currently planned.

The Honorable Board of Supervisors
August 25, 2005
Page 5

CONCLUSION

Please return one adopted copy of this letter to Public Works.

Respectfully submitted,

DONALD L. WOLFE
Director of Public Works

ED:dp
C060163
P:\pdpub\EP&A\EU\Projects\Beverly Boulevard Phase III\Board Letter.doc

Enc.

cc: Chief Administrative Office
County Counsel

INITIAL STUDY / ENVIRONMENTAL
ASSESSMENT
NEGATIVE DECLARATION/FINDING OF
NO SIGNIFICANT IMPACT

BEVERLY BOULEVARD PHASE III WIDENING
AND REPLACEMENT OF BEVERLY BOULEVARD
BRIDGE OVER RIO HONDO CHANNEL



Prepared for:

County of Los Angeles, Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

Prepared by:

URS Corporation
2020 East First Street, Suite 400
Santa Ana, CA 92705
714-835-6886 Fax: 714-433-7701

URS Project No. 29870185

May 2004

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

REQUEST FOR REVIEW

**Re: SCH No. 2004021042
Beverly Boulevard Phase III Widening and Replacement of the Beverly Boulevard Bridge
Over Rio Hondo Channel.**

The County of Los Angeles Department of Public Works (LACDPW), in conjunction with the City of Montebello and the City of Pico Rivera, cordially requests your final review of the attached documents for the Beverly Boulevard Phase III Widening and Replacement of the Beverly Boulevard Bridge over Rio Hondo Channel.

LACDPW, as Lead Agency, determined that a CEQA Initial Study (IS) and NEPA Environmental Assessment (EA) were appropriate to adequately address the potential environmental impacts associated with the proposed project. The Draft IS/EA joint document that was circulated for Public Review meets the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and Complies with NEPA guidelines as required for this project due to funding requested from the Federal Highway Administration (FHWA).

It has been determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project were made by or agreed to by the project proponent and a Mitigated Negative Declaration was prepared.

Subsequent to Public Review of the Draft IS/EA/MND, appropriate changes to the proposed actions and/or mitigation measures were made resulting from comments received and are included in this Administrative Final IS/EA. A recommendation for FONSI has been submitted with this document.

**BEVERLY BLVD PHASE III WIDENING AND REPLACEMENT OF BEVERLY BLVD
BRIDGE OVER RIO HONDO CHANNEL**

**Between Montebello Blvd and the Rio Hondo Channel, in the City of Montebello and the City of
Pico Rivera, Los Angeles County, California**

DRAFT

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to

(State) Division 13, Public Resources Code and (Federal) 42 U.S.C. 4332(2)(C)

by the

**UNITED STATES DEPARTMENT OF TRANSPORTATION
Federal Highway Administration**

&

**STATE OF CALIFORNIA
Department of Transportation**

&

**COUNTY OF LOS ANGELES
Department of Public Works**

9-10-03

Date

Ronald Kosinski

Ronald Kosinski
Deputy Director - Environmental Planning
California Department of Transportation

9-9-03

Date

Albert Anidi

Albert Anidi
Supervising CEA
County of Los Angeles

12/8/03

Date

Gary Hamby

Gary Hamby
Division Administrator
Federal Highway Administration

Proposed Mitigated Negative Declaration

CEQA ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Utilities /Service Systems
- Mandatory Findings of Significance

CEQA DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Albert E. Anidi
Signature (Lead Agency Representative)

11/22/04
Date

Printed Name: ALBERT E. ANIDI

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

REQUEST FOR FINDINGS OF NO SIGNIFICANT IMPACTS

Re: SCH No. 2004021042

Description

The County of Los Angeles Department of Public Works (LACDPW), in conjunction with the City of Montebello and the City of Pico Rivera, are proposing to widen Beverly Boulevard for a distance of approximately 0.7 mile in length between Montebello Boulevard and the east side of the Rio Hondo Channel Bridge, located within the Cities of Montebello and Pico Rivera. The proposed project represents the last phase of widening on Beverly Boulevard from downtown Los Angeles to Whittier.

The Beverly Boulevard Bridge would be replaced under the Federal Highway Bridge Replacement and Rehabilitation Program. The proposed new Beverly Boulevard Bridge would have an 80-foot wide roadway with 6-foot clear sidewalk and concrete barrier rail with picket railing on each side of the roadway. The bridge's 80-foot wide roadway will have capacity for 6 traffic lanes, or three lanes in each direction (four 12-foot inner lanes, two 14-foot outside lanes, and a 4-foot painted median). The proposed improvements will ensure bridge safety, protect the structural integrity of the channel and greatly improve traffic flow in the project vicinity.

DETERMINATION

LACDPW, as Lead Agency, determined that a CEQA Initial Study (IS) and NEPA Environmental Assessment (EA) were appropriate to adequately address the potential environmental impacts associated with the proposed project. The Draft IS/EA joint document that was circulated for Public Review meets the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and Complies with NEPA guidelines as required for this project due to funding requested from the Federal Highway Administration (FHWA).

It has been determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project were made by or agreed to by the project proponent and a Mitigated Negative Declaration was prepared.

Subsequent to Public Review of the Draft IS/EA/MND, appropriate changes to the proposed actions and/or mitigation measures were made resulting from comments received and are included in this Administrative Final IS/EA. A FONSI is recommended based on this Administrative Final IS/EA.

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
BEVERLY BOULEVARD PHASE III WIDENING AND
REPLACEMENT OF BEVERLY BOULEVARD BRIDGE OVER
RIO HONDO CHANNEL
in the
City of Montebello, Los Angeles County**

The Federal Highway Administration (FHWA) has determined that the proposed Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over the Rio Hondo Channel will have no significant impact on the human environment. This finding is based on the enclosed Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content for the enclosed Environmental Assessment.



Gene Fong
Division Administrator
Federal Highway Administration

7/18/05
Date

Project Name: Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel

CEQA Lead Agency: County of Los Angeles, Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

NEPA Lead Agency: Federal Highway Administration

Cooperating Agencies: City of Montebello and City of Pico Rivera

Project Location:

Beverly Boulevard, extending from the east side of the Montebello Boulevard intersection to the east side of the Beverly Boulevard bridge over the Rio Hondo Channel; Cities of Montebello and Pico Rivera, Los Angeles County, California

Project Description (brief summary):

The County of Los Angeles Department of Public Works (LACDPW), in conjunction with the City of Montebello and the City of Pico Rivera, are proposing to widen Beverly Boulevard for a distance of approximately 0.7 mile in length between Montebello Boulevard and the east side of the Rio Hondo Channel Bridge, located within the Cities of Montebello and Pico Rivera. The proposed project represents the last phase of widening on Beverly Boulevard from downtown Los Angeles to Whittier.

The proposed project involves the widening of Beverly Boulevard from Montebello Boulevard to Rea Drive in the City of Montebello, as well as the widening of the adjoining Beverly Boulevard Bridge over the Rio Hondo Channel, located east of Rea Drive (jurisdiction of the bridge is shared between the City of Montebello on the west side and the City of Pico Rivera on the east side). The proposed project includes improvements to redesign the intersection of Beverly Boulevard and Rea Drive, which would convert the intersection to a four-way intersection that would allow for left turn movements. The intersection improvements include a permanent closure of the existing Rea Drive underpass, realignment of the existing access road into the Rio Hondo Convalescent Hospital parking lot, and the construction of a bus turnaround area just north of the intersection of Beverly Boulevard and Rea Drive.

Beverly Boulevard would be widened from the existing 56 feet between curbs to 76 feet between curbs, in order to provide four 11-foot wide travel lanes, one 10-foot two-way left-turn lane, and two 11-foot shoulders. The 11-foot shoulders will serve as travel lanes during peak hours to increase capacity, effectively providing three travel lanes in each direction during peak traffic hours. Land acquisition is required for certain locations to provide a minimum of 90' right-of-way. Typically, 5 feet of right-of-way would be acquired from each side of the street at the existing 80' right-of-way section. Buildings located within the proposed right-of-way would be modified if feasible.

The Beverly Boulevard Bridge would be replaced under the Federal Highway Bridge Replacement and Rehabilitation Program. The proposed new Beverly Boulevard Bridge would have an 80-foot wide roadway with 6-foot clear sidewalk and concrete barrier rail with picket railing on each side of the

roadway. The bridge's 80-foot wide roadway will have capacity for 6 traffic lanes, or three lanes in each direction (four 12-foot inner lanes, two 14-foot outside lanes, and a 4-foot painted median). The widened portion of the bridge would be constructed of single-span concrete box girders supported by concrete pier walls. The existing bridge would be retrofitted to meet current seismic requirements.

In addition to the No Project/No Build Alternative (Alternative 3), two build alternatives are evaluated in this report. This includes Alternative 1 [City of Montebello Project Study Report (PSR) Design], and Alternative 2 (Centerline Offset Design). Alternative 2 is the option preferred by LACDPW staff. Each of the two build alternatives generally include the same design features, yet Alternative 2 shifts to provide an offset in the horizontal alignment of Beverly Boulevard five feet to the south of the survey centerline. Each of the build alternatives would require acquisition of additional right-of-way. Additionally, Alternative 2 includes construction of raised medians throughout the project.

LACDPW, as Lead Agency, has determined that a CEQA Initial Study (IS) and NEPA Environmental Assessment (EA) are appropriate to adequately address the potential environmental impacts associated with the proposed project. This joint document meets the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Compliance with NEPA guidelines is required for this project due to funding requested from the Federal Highway Administration (FHWA).

Areas of Controversy:

No areas of controversy have been raised to date or are currently known.

List of Required Federal Actions:

Listed below are the anticipated federal actions required for the proposed project:

- Federal Highway Administration (FHWA): issue Finding of No Significant Impact (FONSI).
- State Historic Preservation Office (SHPO): approval of Final Historic Properties Survey Report (Section 106 Study).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

A complete listing of all required permits and approvals is included in Chapter 1.4 (Permits and Approvals Needed) of this document.

Summary of Mitigation Measures:

Below is a summary of potential environmental resources affected by the proposed project and corresponding mitigation measures to reduce potential impacts.

AIR QUALITY

AQ-1 All active portions of the construction site shall be watered to prevent excessive amounts of dust.

AQ-2 On-site vehicle speed on unpaved surfaces shall be limited to 15 mph.

- AQ-3** All on-site areas within the construction zone shall be paved or landscaped as soon as feasible, or watered periodically, or chemically stabilized.
- AQ-4** All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
- AQ-5** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes.
- AQ-6** All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- AQ-7** The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized at all times.

BIOLOGICAL RESOURCES

- B-1** Schedule demolition or construction activities outside the active bird breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows. This would also serve to protect any nursing colonies of bats that may utilize the bridge structure. If it is not feasible to avoid demolition or construction activities during the months of March through August, to reduce potential indirect impacts on nesting migratory birds, sensitive raptors, or roosting bats, a pre-construction survey shall be conducted by a qualified biologist to identify the location of nesting migratory birds and sensitive raptors, and to verify that eggs are not present.
- B-2** If demolition or construction activities are to begin during the breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows, a qualified biologist shall conduct weekly bird surveys starting thirty days prior to activities in proximity to nesting habitat.
- B-3** Avoid or cease demolition and construction activities within 300 feet of nesting migratory birds (within 500 feet for raptors), until the young birds have fledged, as determined by the project biologist.
- B-4** If demolition or construction within 300 feet of nesting sites for migratory birds (within 500 feet for raptors) cannot be avoided or scheduled outside of the nesting season, then as directed by a qualified biologist, nesting deterrents will be implemented beginning by January 15 and maintained through July 15 as necessary. Deterrents may include:
- Placing thick plastic sheeting (e.g. Visqueen) over soil substrate that may be used by ground nesting birds, such as Killdeer.
 - Placing reflective ribbon, random noise blasters (i.e., air-horn, audio tape) in select areas where nearby human occupants would not be disturbed, perch blocks (i.e., nest covers, tarps, rail spikes, fencing) on site structures to prevent birds from locating nests or roosts in planned demolition and/or construction areas.
- B-5** To reduce potential indirect or direct impacts on sensitive bat species, a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel shall be conducted by a qualified mammalogist to identify the roosting locations of any sensitive bat species.

- B-6** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). The specific type of exclusionary device(s) to be used would be determined by a qualified biologist.
- B-7** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, a qualified biologist will be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and after construction. The County will follow the recommendations of the qualified biologist in this matter.

COMMUNITY & RELOCATION IMPACTS

- C&R-1** A specific non-residential Relocation Plan shall be prepared and implemented after a preferred project design alternative is adopted and prior to construction.

CULTURAL AND PALEONTOLOGICAL RESOURCES

- C-1:** All earth-moving construction activity within 50 feet of the boundaries of sites RH1 and RH3 will be monitored by a professional archaeologist. This monitoring will be full-time (i.e., the archaeological monitor will be present whenever any earth-moving activity is conducted). Earth-moving activity includes: surface vegetation clearing, “grubbing,” grading, trenching, boring, auguring, excavation, and any other activity involving work which extends beneath the existing ground surface. The archaeological monitor will be provided with updated construction schedules, at least one week in advance, throughout the duration of the project. The archaeological monitor will have the authority to halt construction, if necessary, to investigate any potentially significant deposits unearthed during excavation in the vicinity of sites RH1 and RH3.
- C-2:** The portions of site RH1 that lie outside the project ADI will be demarcated as “Environmentally Sensitive Areas” (ESAs), in order to ensure their avoidance. High-visibility plastic construction fencing will be used to prohibit access to these areas. Signs denoting the areas as ESAs will be attached to the fencing. The ESAs will be defined prior to construction and depicted on all construction drawings and plans. All construction personnel will be instructed to avoid these areas, and to contact the archaeological monitor if any unanticipated work is required within the ESAs. Site RH3 will be protected as an ESA in the same manner.
- C-3** The archaeological monitor will conduct on-site cultural resources sensitivity training (crew education) to all workers performing ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel. Prior to the beginning of earth moving construction activities (including initial grading and vegetation removal), all construction personnel (including management) shall be informed of the cultural resource values involved and of the regulatory protections afforded those resources. The construction personnel shall also be informed of procedures relating to the discovery of unanticipated cultural resources (as outlined below). They shall be cautioned not to collect artifacts, and asked to inform a construction supervisor and the onsite archaeological monitor in the event that cultural remains are discovered during the course of construction. The onsite archaeological monitor shall administer supplemental briefings to all new construction personnel who may perform ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel, prior to their commencement of ground disturbance construction activities.

- C-4:** In the event archaeological resources are unearthed during excavation activities associated with the project, work shall be stopped immediately, and the discovery shall be evaluated by a qualified archaeologist, pursuant to the procedures set forth at CEQA Section 15064.5.
- C-5:** If human skeletal remains are found at the project site during earth moving activities such as grading or trenching, work shall be suspended and the Los Angeles County Coroner's Office shall be notified. Standard guidelines set by California law provides for the treatment of skeletal material of Native American origin (California Public Resources Code, Sections 5097.98 et seq.; Health and Safety Code, Section 7050.5 and others). Procedures to be employed in the treatment of human remains are found in "A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods," published by the California Native American Heritage Commission.
- C-6:** Paleontological resources have not been identified within the project APE; however, if fossilized shells, plants or bones are discovered during construction of the project, work shall be suspended in the immediate vicinity of the finds, and the potential significance of the resource shall be evaluated by a qualified specialist.

HAZARDOUS WASTES & MATERIALS

- HZ-1** Prior to any renovation or demolition activities, a certified asbestos consultant shall conduct an asbestos survey. If any asbestos is found in structures to be modified or demolished, a state-licensed abatement contractor shall remove any asbestos-containing materials prior to the start of the structural modification or demolition work.
- HZ-2** A lead survey shall be conducted by a qualified lead investigation consultant on each structure prior to scheduled demolition or renovation. Any lead-contaminated surfaces shall be treated, as determined by the consultant's report, during demolition or renovation, so that dust and fumes do not present hazards to workers or children in the area.
- HZ-3** The contents of identified 55-gallon drums on site shall be characterized and removed from the site by a licensed hauler.
- HZ-4** Depending upon the project design alternative selected and other logistical considerations, the building located at 106 West Beverly Boulevard (located between 100 and 108 West Beverly Boulevard) may ultimately be acquired and demolished as a result of the project's right-of-way needs. There is a possibility that subsurface contamination from two business located near 106 West Beverly Boulevard may have migrated below the 106 Beverly Boulevard building. If 106 West Beverly Boulevard is ultimately acquired and slated for demolition, a subsurface investigation shall be conducted to determine whether or not contamination is present prior to demolition.
- HZ-5** A subsurface investigation shall be conducted at 269 East Beverly Boulevard (currently Pio's Liquor) to evaluate the potential that contaminants may be present in the soil prior to possible demolition or street work.
- HZ-6** There is a potential for asbestos and lead-based paint to exist at 228 East Beverly Boulevard (Unique Floral) given the age of the structure. The owner/operator should be questioned about the use of pesticides to determine whether that would represent a recognized environmental condition at the site.

- HZ-7** A subsurface investigation should be undertaken if stained or odorous soils are encountered during project activities at the former gas station properties identified at 116, 117, 200, 201, and 712 East Beverly Boulevard.
- HZ-8** Any affected lead-based roadway pavement markings (e.g., yellow and thermoplastic markings) should be collected, tested, and disposed of according to applicable State and Federal regulations.
- HZ-9** Areas of exposed soil affected by project construction should be tested for Aerially Deposited Lead contamination prior to earthmoving activities. If detected, Aerially Deposited Lead contaminated soils should be collected, tested, transported, and disposed of in accordance with applicable State and Federal regulations.
- HZ-10** Existing timber supports of the Beverly Boulevard Bridge over the Rio Hondo Channel are coated with creosote. All creosote-coated timber supports removed during demolition of the existing bridge shall be classified as hazardous material. The creosote-coated timber shall be handled and disposed of in accordance with applicable State and Federal regulations.

NOISE

- N-1** Without noise abatement, the interior noise level from exterior traffic noise is expected to exceed FHWA, Caltrans, and State of California Noise Insulation Standards for multiple family dwellings at the following locations in the project area: 1) Residential unit at 445 Sixth St., abutting E/B Beverly Blvd.; and 2) Casa Grande Apartments, abutting W/B Beverly Blvd. at Fourth Street. To satisfy mitigation requirements in accordance with CEQA guidelines, the County must investigate and implement interior noise abatement (if determined necessary based upon the results of actual interior noise measurement readings, engineering investigation, and building inspection), at these locations as a component of the proposed project. Further engineering investigation and interior noise measurements must be undertaken during future project design phases to confirm the existing interior noise insulation performance of the two buildings and determine an appropriate abatement strategy (e.g., soundwall, building façade upgrades, or a combination of both) if existing and future interior noise levels are confirmed to be in exceedance of applicable Noise Insulation Standards at these two locations.

In addition to soundwalls, the alternative interior noise reduction strategy to be investigated by the County is the concept of upgrading various acoustically weak elements of the building's façades. Such building façade upgrades are assumed to provide a minimum of twenty eight to thirty one (28-31) dBA of exterior to interior noise reduction in habitable rooms with windows in the closed position. Building façade upgrades, if implemented, would include the provision of mechanical ventilation and/or air conditioning as necessary (if not presently existing) to maintain a comfortable year-round interior temperature environment. Other acoustical upgrades to be considered by the County at these locations could include new, fully weather-stripped, solid core or insulating glass exterior doors; single or dual-pane acoustically rated window assemblies, and sealing or baffling of any building shell penetrations.

- N-2** Implement soundwalls SW-3, SW-4 and SW-5 to mitigate interior and exterior noise levels in accordance with CEQA guidelines, as recommended in the proposed project design. The final design of the soundwalls will be developed during future project design phases.
- N-3** Before pile driving activities are to occur in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel (as part of the bridge replacement phase of the project), place written notices in prominent locations within Grant Rea Memorial Park to inform park users of the following: 1) dates that pile driving activities are scheduled to occur, 2) a notification that pile driving activities

- may produce loud, intermittent noise disturbances, and 3) a recommendation that while pile driving activities are in progress, park users should attempt to locate their activities within the park as far as feasible from the southern boundary of the park.
- N-4** All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, and air-inlet silencers where appropriate, in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- N-5** All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.
- N-6** Electrically-powered equipment instead of pneumatic or internal combustion powered equipment shall be used, where feasible.
- N-7** Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- N-8** The hours of conventional construction activities shall be restricted to the periods and days permitted by the local noise or other applicable ordinance, or exemptions therefrom shall be obtained. In accordance with the City of Montebello Noise Ordinance, these activities include (but are not limited to) construction, noisy maintenance activities, all spoils and material transport, demolition, and grading, and are prohibited between the hours of 8:00 p.m. and 7:00 a.m. on weekdays (Monday through Friday) and 6:00 p.m. to 9:00 a.m. on Saturdays, Sundays, and legal holidays, except in cases of emergency as determined and approved by the appropriate City official. The only exception to this restriction should be inaudible underground tunneling activity.
- N-9** Driving of piles in the Rio Hondo Channel vicinity shall be permitted only during the hours between 9:30 a.m. and 4:00 p.m., Monday through Saturday, and shall not be permitted on legal holidays.
- N-10** The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
- N-11** No project-related public address, paging, two-way radio, or music system shall be audible at any adjacent receptor.
- N-12** The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to LACDPW shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- N-13** The contractor shall develop a project noise control plan, which shall have been approved and implemented prior to commencement of any construction activity.
- N-14** Noise control features and plans shall be reviewed and approved by a noise control engineering professional.
- N-15** Contract incentives may be offered to the construction contractor to minimize or eliminate noise complaints resulting from project activities.

- N-16** The erection of temporary soundwall barriers shall be considered where project activity is unavoidably close to noise-sensitive receptors.
- N-17** Planting of trees and shrubbery, while useful for visual screening, is not an effective noise control mechanism and is not considered an abatement/mitigation measure for noise impacts.
- N-18** Temporary relocation shall be offered to “day sleepers” and other persons demonstrating hardship when pile driving is being conducted within 91 meters (300 feet) of their respective dwellings. Temporary relocation may not be necessary if a vibratory pile hammer can be used exclusively in lieu of an impact hammer.
- N-19** Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions (that provide limits on construction noise levels) shall be applied and enforced by the contracting agency on the project contractor(s).
- N-20** Arrange noisiest operations together in the construction program to avoid continuing periods of annoyance.
- N-21** If practicable, implement project noise abatement features prior to construction.

VISUAL/AESTHETICS

- VA-1** The unpaved portions within the areas of the Rea Drive realignment, the bus turnaround area on Rea Drive, and the bridge abutment areas, shall be designed and installed with landscaping per the standards of the City of Montebello.
- VA-2** Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello.

Public Review and Response to Comments

The IS/EA is a preliminary analysis of the proposed project to determine whether a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is appropriate or if there will be significant impacts, which would require the preparation of an Environmental Impact Report/Statement (EIR/EIS). This IS/EA has been prepared in accordance with the California Environmental Policy Act (CEQA) and the National Environmental Policy Act (NEPA).

After review by various agencies and the public, Caltrans and the Federal Highway Administration in consultation with the City of Montebello has determined that project impacts can be mitigated to a level of non-significance allowing approval of this ND/FONSI.

Changes have been made to this environmental document since the circulation of the draft environmental document. Public and Agency comments received during the circulation of the Draft IS/EA, the Public Meetings, and subsequent agency consultation have resulted in refinements that have been incorporated in this final document. All changes are shown in strikeout/underline format within the document.

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1.0 PROPOSED PROJECT	1
1.1 PROJECT DESCRIPTION.....	1
1.2 PURPOSE AND NEED.....	2
1.3 PROJECT ALTERNATIVES.....	4
1.3.1 Alternative 1: City of Montebello Project Study Report (PSR) Design	4
1.3.2 Alternative 2: Centerline Offset Design	6
1.3.3 Alternative 3: No Project/No Build	6
1.4 PERMITS AND APPROVALS NEEDED.....	6
2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND	
MITIGATION MEASURES.....	12
2.1 HUMAN ENVIRONMENT	12
2.1.1 Land Use.....	12
2.1.2 Growth.....	15
2.1.3 Farmlands / Agricultural Lands.....	16
2.1.4 Community & Relocation Impacts	16
2.1.5 Utilities / Public Services / Emergency Services.....	30
2.1.6 Traffic & Transportation / Pedestrian and Bicycle Facilities	33
2.1.7 Recreation.....	43
2.1.8 Visual / Aesthetics.....	45
2.1.9 Cultural Resources / Paleontological Resources	47
2.2 PHYSICAL ENVIRONMENT.....	59
2.2.1 Hydrology and Floodplains	59
2.2.2 Water Quality and Storm Water Run-Off.....	60
2.2.3 Geology / Soils / Seismic / Topography	63
2.2.4 Hazardous Waste & Materials / Hazards.....	67
2.2.5 Air Quality.....	84
2.2.6 Noise and Vibration.....	96
2.2.7 Energy.....	112
2.3 BIOLOGICAL ENVIRONMENT.....	113
2.3.1 Wetlands and Other Waters of the United States	113
2.3.2 Vegetation / Wildlife / Threatened & Endangered Species.....	114
2.4 CUMULATIVE IMPACTS / MANDATORY FINDINGS OF SIGNIFICANCE	
127	
2.4.1 Environmental Consequences.....	127
3.0 COMMENTS AND COORDINATION	129
4.0 LIST OF PREPARERS	130
5.0 SECTION 4(F) RESOURCE ANALYSIS	131

Table of Contents

5.1	Regulatory Setting	131
5.2	Affected Environment and Potential Effects	132
APPENDIX A: CEQA ENVIRONMENTAL SIGNIFICANCE CHECKLIST		137
APPENDIX B: TITLE VI POLICY STATEMENT		173
APPENDIX C: SUMMARY OF RELOCATION BENEFITS.....		174
APPENDIX D: ENVIRONMENTAL ASSESSMENT CHECKLIST.....		179
APPENDIX E: FINAL 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – LOCAL HIGHWAY PROJECTS LISTING.....		184
APPENDIX F: PUBLIC REVIEW COORDINATION AND DOCUMENTATION		185
APPENDIX G: AGENCY AND PUBLIC COMMENTS AND RESPONSES TO COMMENTS		186
TECHNICAL STUDIES		187

LIST OF FIGURES & TABLES

PAGE

Table 1.2-1. Summary of AM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios...	3
Table 1.2-2. Summary of PM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios ...	3
Figure 1. Project Regional Vicinity Map	8
Figure 2. Project Area Map.....	9
Figure 3A. Project Site Map	10
Figure 3B. Project Site Map.....	11
Table 2.1.4-1. City Population Estimates	17
Table 2.1.4-2. Race/Ethnic Composition of Population 2000	18
Figure 2.1.4-1. Census Tracts	19
Table 2.1.4-3. Assessed Values for Potentially Displaced Nonresidential Properties	20
Table 2.1.4-4. Employment and Income.....	21
Table 2.1.4-5. Building Encroachments for Alternatives 1 and 2.....	23
Table 2.1.4-6. Potentially Displaced Businesses in the Project Study Area	26
Table 2.1.6-1. Roadway Segment Level of Service Results Existing Conditions	34
Table 2.1.6-2. Level of Service Descriptions.....	36
Table 2.1.6-3. Roadway Segment Level of Service Results Year 2025 No Build Conditions	37
Table 2.1.6-4. Roadway Segment Level of Service Results Year 2025 Build Conditions (With Widening).....	38
Table 2.1.6-5. Summary of AM Peak Hour LOS Results - Existing and Future Build/ No Build Scenarios.....	40
Table 2.1.6-6. Summary of PM Peak Hour LOS Results - Existing and Future Build/ No Build Scenarios.....	40
Table 2.1.9-1. Historic Aged Properties (Structures) Evaluated for NRHP and CRHR Eligibility	52
Table 2.1.9-2. Historic Artifact Scatters Located Within The Project Archaeological APE	53
Table 2.2.4-1. Properties Selected For Hazardous Materials Survey	67
Table 2.2.4-2. Hazardous Materials and Wastes Observed Or Expected to be Present at	

Table of Contents

Subject Properties.....	71
Table 2.2.4-3. Database Listed Sites Near Project Area That Produce or Contain Hazardous Materials	76
Table 2.2.5-1. Federal and State Ambient Air Quality Standards	86
Table 2.2.5-2. State and Federal Attainment/Non-attainment Designations for South Coast Air Basin	88
Table 2.2.5-3. Ambient Air Quality at Pico Rivera Air Monitoring Station.....	89
Table 2.2.5-4. Construction Equipment Exhaust and Fugitive Dust Emissions	92
Table 2.2.5-5. Carbon Monoxide Concentrations Existing, Future No Build and Build Conditions	94
Figure 2.2.6-1. Noise Analysis Measurement Locations and Recommended Noise Abatement Locations	98
Figure 2.2.6-2. Noise Analysis Measurement Locations and Recommended Noise Abatement Locations	99
Table 2.2.6-1. Summary of Existing Noise Levels for Representative Noise-Sensitive Receivers.....	100
Table 2.2.6-2. Predicted Future (Year 2025) Traffic Noise Impacts of Proposed Action Without Abatement	102
Table 2.2.6-3. Noise Abatement Considered in the Noise Analysis Report	106
Table 2.2.6-4. Noise Abatement Reasonable Allowances	107
Table 2.3.2-1. Potential Occurrence of Sensitive Species (CNDDDB) in the Beverly Boulevard Project Area.....	115
Figure 5. Fence Line Boundary of Grant Rea Memorial Park.....	133
Table 5-1. Predicted Future (Year 2025) Traffic Noise Impacts of Proposed Action Without Abatement - Receptor Locations Near Section 4(f) Resources	135

1.0 PROPOSED PROJECT

1.1 PROJECT DESCRIPTION

The County of Los Angeles Department of Public Works (LACDPW), in conjunction with the City of Montebello and the City of Pico Rivera, is proposing to widen Beverly Boulevard between Montebello Boulevard and the east side of the Rio Hondo Channel Bridge, located within the Cities of Montebello and Pico Rivera. The proposed project involves the widening of Beverly Boulevard from Montebello Boulevard to Rea Drive in the City of Montebello, as well as the widening of the adjoining Beverly Boulevard bridge over Rio Hondo Channel, located east of Rea Drive (jurisdiction of the bridge is shared between the City of Montebello on the west side and the City of Pico Rivera on the east side).

Beverly Boulevard Phase III Widening from Montebello Boulevard to Rea Drive:

Beverly Boulevard would be widened from the existing 56 feet between curbs to 76 feet between curbs, in order to provide four 11-foot wide travel lanes, one 10-foot two-way left-turn lane, and two 11-foot shoulders. The 11-foot shoulders would serve as travel lanes during peak hours to increase capacity, effectively providing three travel lanes in each direction during peak traffic hours. The segment of Beverly Boulevard to be widened (from Montebello Boulevard to Rea Drive) is approximately 0.7-mile in length, representing the last phase of widening on Beverly Boulevard from downtown Los Angeles (Alameda Street) to Whittier (Norwalk Boulevard).

Within the project limits, the existing Beverly Boulevard right-of-way ranges from 80' to 100' wide. Land acquisition is required for certain locations to provide a minimum of 90' right-of-way. Typically, 5 feet of right-of-way would be acquired from each side of the street at the existing 80' right-of-way section. Buildings located within the proposed right-of-way would be modified if feasible. Depending upon the ultimate project design adopted and the wishes of affected property owners, the project may ultimately result in the purchase and removal of one or more buildings along Beverly Boulevard within the project limits. Various signs, monuments, and other related private facilities within the proposed right-of-way would be removed or relocated as part of the project. The private facilities to be removed or relocated include chain-link fences, concrete block walls, parking lot lightings, planters, landscaping, irrigation systems, and pavers.

Additional information about the proposed Beverly Boulevard design options is provided in Section 1.3 - Project Alternatives, of this chapter.

Replacement of Beverly Boulevard Bridge over Rio Hondo Channel:

The Beverly Boulevard Bridge crosses over the Rio Hondo Channel at the easterly end of the project area. The Beverly Boulevard Bridge would be replaced under the Federal Highway Bridge Replacement and Rehabilitation Program. The proposed project includes the replacement of the existing bridge with a wider structure, closure of the existing Rea Drive underpass, modifications to the intersection of Beverly Boulevard and Rea Drive, realignment of the driveway to the Rio Hondo Convalescent Hospital at Rea Drive, modifications to the existing traffic signal system at Rea Drive, construction of a bus turnaround

area just northeast of the intersection of Beverly Boulevard and Rea Drive, and removal and reconstruction of the existing crib wall on the north side of Beverly Boulevard (west of Rea Drive).

The existing Beverly Boulevard Bridge over Rio Hondo Channel is 535 feet long with 156 feet (4 spans) of timber deck over a steel girder bridge supported by timber bents on the west end, 236 feet (6 spans) of similar bridge structure on the east end, and 142 feet (single span) of concrete tee-girders supported by concrete piers over the concrete-paved Rio Hondo Channel. The existing bridge has a 48-foot roadway width with a 5-foot 6-inch sidewalk on each side. The proposed new Beverly Boulevard Bridge would have an 80-foot wide roadway with 6-foot clear sidewalk and concrete barrier rail (Caltrans Type 26) with picket railing on each side of the roadway. The bridge's 80-foot wide roadway would have capacity for 6 traffic lanes, or three lanes in each direction (four 12-foot inner lanes, two 14-foot outside lanes, and a 4-foot painted median).

1.2 PURPOSE AND NEED

Beverly Boulevard is a regionally significant major arterial highway providing direct east-west access from east Los Angeles County and west Orange County to downtown Los Angeles. The highway serves as an alternate corridor to downtown Los Angeles to relieve the congestion on the San Bernadino/Pomona freeways. Beverly Boulevard is classified as a truck route in the City of Montebello Circulation Element. In addition, it serves as a major bus route through the cities of Whittier, Pico Rivera, Montebello, and Los Angeles for the Metropolitan Transit District (MTD) Transit Line.

The need for and elements associated with the proposed Beverly Boulevard street widening design is described in the City of Montebello's Project Study Report (PSR) completed in June 1999, and serves as the basis for development of the build alternatives addressed in this report. The proposed project would complete the last construction phase of widening Beverly Boulevard from downtown Los Angeles to Whittier. This last segment of Beverly Boulevard to be widened (the proposed project area) is currently a "bottleneck" that constrains traffic flow between the easterly and westerly segments of Beverly Boulevard that have already been widened. The limited traffic capacity along this segment of Beverly Boulevard is expected to worsen each year due to this bottleneck effect as traffic levels increase as a result of population and regional growth.

With future projected increases in traffic volumes, the efficiency of public transportation and the function of Beverly Boulevard as an alternative transportation corridor will be impacted significantly without the project. According to the most recent traffic counts conducted by the City of Montebello, the current Average Daily Traffic (ADT) along Beverly Boulevard in the project area is approximately 38,000. The proposed project is needed to improve traffic level of service along Beverly Boulevard within and beyond the project limits. It would save travel time and reduce idle emissions by reducing queues.

The design of the proposed roadway widening (i.e., planned width and number of travel lanes) is not intended to meet a specific traffic level of service (LOS) performance objective. Rather, the proposed project is designed to achieve the best possible future LOS performance scenario, in consideration of the fact that widening of the roadway beyond areas proposed is not feasible due to lack of available right of way.

Chapter 1: Proposed Project

Under existing conditions, the segment of Beverly Boulevard between Montebello Boulevard to the Rio Hondo Channel is currently operating at LOS E in the westbound direction during the AM peak hour and LOS F in the eastbound direction during the PM peak hour. These findings are consistent with the existing directional traffic splits of high westbound traffic in the morning and high eastbound traffic in the afternoon. The lower demand eastbound direction during the AM peak hour is currently operating at LOS D, while the lower demand westbound direction during the PM peak hour which is currently operating at LOS A.

Tables 1.2-1 and 1.2-2 summarize existing and future traffic LOS performance scenarios for the Beverly Boulevard project segment.

Table 1.2-1. Summary of AM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios

	Capacity [1]	Lanes	AM Peak Hour					
			EB Volume	WB Volume	EB V/C	WB V/C	EB LOS	WB LOS
Existing Conditions	750	2	1,218	1,431	0.81	0.95	D	E
Year 2025 No Build	750	2	1,455	1,709	0.97	1.14	E	F
Year 2025 Build (With Widening)	750	3	1,455	1,709	0.65	0.76	B	C

[1] - LA County CMP Lane Capacity

Table 1.2-2. Summary of PM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios

	Capacity [1]	Lanes	PM Peak Hour					
			EB Volume	WB Volume	EB V/C	WB V/C	EB LOS	WB LOS
Existing Conditions	750	2	2,911	877	1.94	0.58	F	A
Year 2025 No Build	750	2	3,476	1,047	2.32	0.70	F	B
Year 2025 Build (With Widening)	750	3	3,476	1,047	1.54	0.47	F	A

[1] - LA County CMP Lane Capacity

In the future, with the proposed widening of Beverly Boulevard, the project area segment would operate at LOS C in the westbound direction during the AM peak hour (versus future year LOS F without project) and would remain at LOS F in the eastbound direction during the PM peak hour. Although the future with project PM peak hour eastbound direction would remain at LOS F (the same LOS as existing and future without project conditions), the proposed project would reduce the eastbound PM peak hour

volume to capacity (V/C) ratio to 1.54, representing a marked improvement over existing conditions (V/C = 1.94) and future year without project conditions (V/C = 2.32).

In addition, the existing concrete and asphalt pavement along roadway within the project limits is generally in poor condition with longitudinal and transverse cracking. The proposed project would resurface the existing paved roadway travel lanes, providing better roadway conditions for motorists.

The replacement of the Beverly Boulevard bridge over the Rio Hondo Channel is needed to provide a structure that matches the widths (of travel lanes and shoulder areas) of the adjoining segments of Beverly Boulevard on the west side of the bridge (i.e., planned roadway width per proposed project) and east side of the bridge (i.e., existing roadway width). Beverly Boulevard on the east side of the bridge has already been widened, so the existing bridge does not match the current width of the roadway on the east side. In addition, the proposed new bridge structure is intended to meet current seismic and design safety requirements.

1.3 PROJECT ALTERNATIVES

This IS/EA describes and evaluates potential impacts for two design alternatives of the proposed project, as well as a No Project/No Build Alternative, as follows:

1.3.1 ALTERNATIVE 1: CITY OF MONTEBELLO PROJECT STUDY REPORT (PSR) DESIGN

This proposed Beverly Boulevard street widening design is described in the City of Montebello's June 1999 PSR. Under this alternative, Beverly Boulevard would be widened to 76 feet between curbs, providing four 11-foot travel lanes, one 10-foot two-way-left-turn lane, and two 11-foot shoulders. Left turn pockets would be provided at designated intersections. It is intended that the 11-foot shoulders would serve as travel lanes in peak hours to increase capacity, while parking would be permitted in the shoulders during non-peak hours. This would effectively provide three travel lanes during peak traffic hours. In the future, if traffic capacity warrants, the 11-foot shoulders could serve as full-time travel lanes.

Alternative 1 also includes raised medians at selected locations to maintain uniformity with the adjacent Beverly Boulevard Phase 2 project. The centerline would be realigned near Wilber Place and Rea Drive using a 10,000-ft. radius to match the bridge alignment. Land acquisition would be required for certain locations to provide a minimum of 90 feet right-of-way for the entire length of the project area. The existing Portland Cement Concrete (PCC) or Asphalt Concrete (AC) pavement would be resurfaced with AC pavement.

The design of the roadway, sidewalk areas, traffic signals, and intersections would be in conformance with the guidelines of the Americans Disabilities Act (ADA) of 1990. The project includes construction of 28 wheelchair ramps.

Alternative 1 Beverly Boulevard Bridge Replacement Scope/Design

The proposed new Beverly Boulevard bridge over the Rio Hondo Channel would have an 80-foot wide roadway with 6-foot clear sidewalk and concrete barrier rail (Caltrans Type 26) with picket railing on each side of the roadway. The bridge's 80-foot wide roadway would have capacity for 6 traffic lanes, or three lanes in each direction (four 12-foot inner lanes, two 14-foot outside lanes, and a 4-foot painted median). To accommodate the new ultimate width, the existing westerly and easterly timber-steel girder bridge would be replaced and the existing middle concrete bridge will be widened. The new bridge (both westerly and easterly portions) would be constructed of 4'6" deep cast-in-place prestressed concrete box girders. There would be one new concrete pier on the westerly portion of the bridge and two new concrete piers on the easterly portion. The existing concrete tee-girders over Rio Hondo Channel would remain. The widened portion of the bridge would be constructed of single-span concrete box girders supported by concrete pier walls. The existing bridge would be retrofitted to meet current seismic requirements.

Construction would require maintaining two traffic lanes open (one lane for each direction) on the bridge. Access to Rea Drive, as well as the existing equestrian trail, bike path, and levee access roads under the bridge, would be maintained during construction. Temporary, minor realignment (i.e., realign a few feet from the existing location) of the existing equestrian trail and levee access road (used as a bicycle path) along the Rio Hondo Channel may be required during construction of the new bridge piers. The equestrian trail and bicycle path would be restored in their original locations to original or better condition when project construction activities are completed.

The proposed bridge replacement scope includes the following additional features:

- ◆ The intersection of Beverly Boulevard and Rea Drive at the westerly approach roadway would be redesigned and existing traffic signals would be relocated and modified to improve traffic flow and safety.
- ◆ The driveway for the Rio Hondo Convalescent Hospital on the south side of Beverly Boulevard would be realigned to intersect Beverly Boulevard at Rea Drive. Left turn for the eastbound traffic on Beverly Boulevard to Rea Drive would be allowed. This would eliminate the need for the existing Rea Drive underpass.
- ◆ The Rea Drive underpass would be closed by the placement of sloped compacted fill.
- ◆ The existing access ramp (located on the south side of the bridge) providing access from Beverly Boulevard to the bike path (along the Rio Hondo Channel) may be modified and reconstructed in the same general location it exists today. This reconstruction of the access ramp would not affect or alter the actual bike path along the Rio Hondo Channel. Access to and along the bike path would be maintained during construction.
- ◆ A bus turnaround area would be constructed on an open parcel of land located just north of the intersection of Beverly Boulevard and Rea Drive (bounded by Rea Drive to the east, west and north). Construction of the new intersection at Beverly Boulevard and Rea Drive, coupled with the closure of the existing Rea Drive underpass, would require the construction of the bus turnaround area to accommodate existing transit service routing. The new bus turnaround would be constructed on land currently owned by the City of Montebello, and would not require acquisition of any portion of the adjacent Grant Rea Memorial Park.

1.3.2 ALTERNATIVE 2: CENTERLINE OFFSET DESIGN

This proposed design is the option preferred by LACDPW staff. It incorporates the same features and design elements as Alternative 1 throughout the project limits and follows the Alternative 1 configuration from the westerly project limits (at Montebello Boulevard), eastbound up to 4th Street. From east of 4th Street to Wilber Place, the configuration of Alternative 2 shifts to provide an offset in the horizontal alignment of Beverly Boulevard five feet to the south of the survey centerline. The available setback of existing buildings on the south side of Beverly Boulevard in this area (between 4th Street and Wilber Place) allows the offset of the centerline to reduce the number of impacted buildings on the north side of the street.

Alternative 2 also includes raised medians throughout the project. Land acquisition would be required for certain locations to provide a minimum of 90 feet right-of-way for the entire length of the project area.

The design of the roadway, sidewalk areas, traffic signals, and intersections would be in conformance with the guidelines of the Americans Disabilities Act (ADA) of 1990. The project includes construction of 28 wheelchair ramps.

Alternative 2 Beverly Boulevard Bridge Replacement Scope/Design

The design of the new Beverly Boulevard Bridge over the Rio Hondo Channel and additional project features would be exactly the same as described above for Alternative 1.

1.3.3 ALTERNATIVE 3: NO PROJECT/NO BUILD

No street widening or bridge replacement would occur. Beverly Boulevard, the Beverly Boulevard bridge over the Rio Hondo Channel, the Rea Drive underpass, and the equestrian and bicycle trails along the Rio Hondo Channel would exist primarily as they do today.

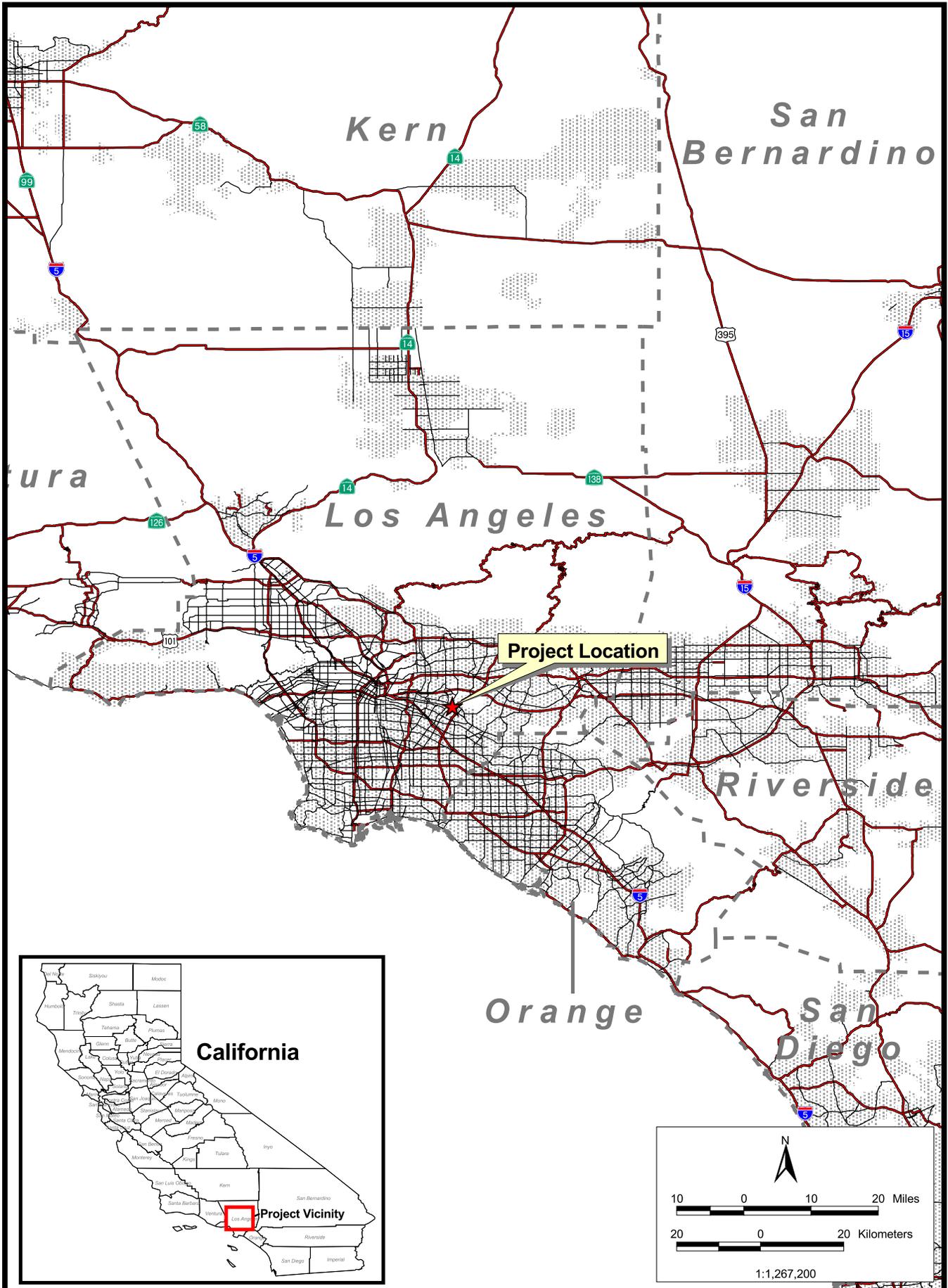
1.4 PERMITS AND APPROVALS NEEDED

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated before construction begins:

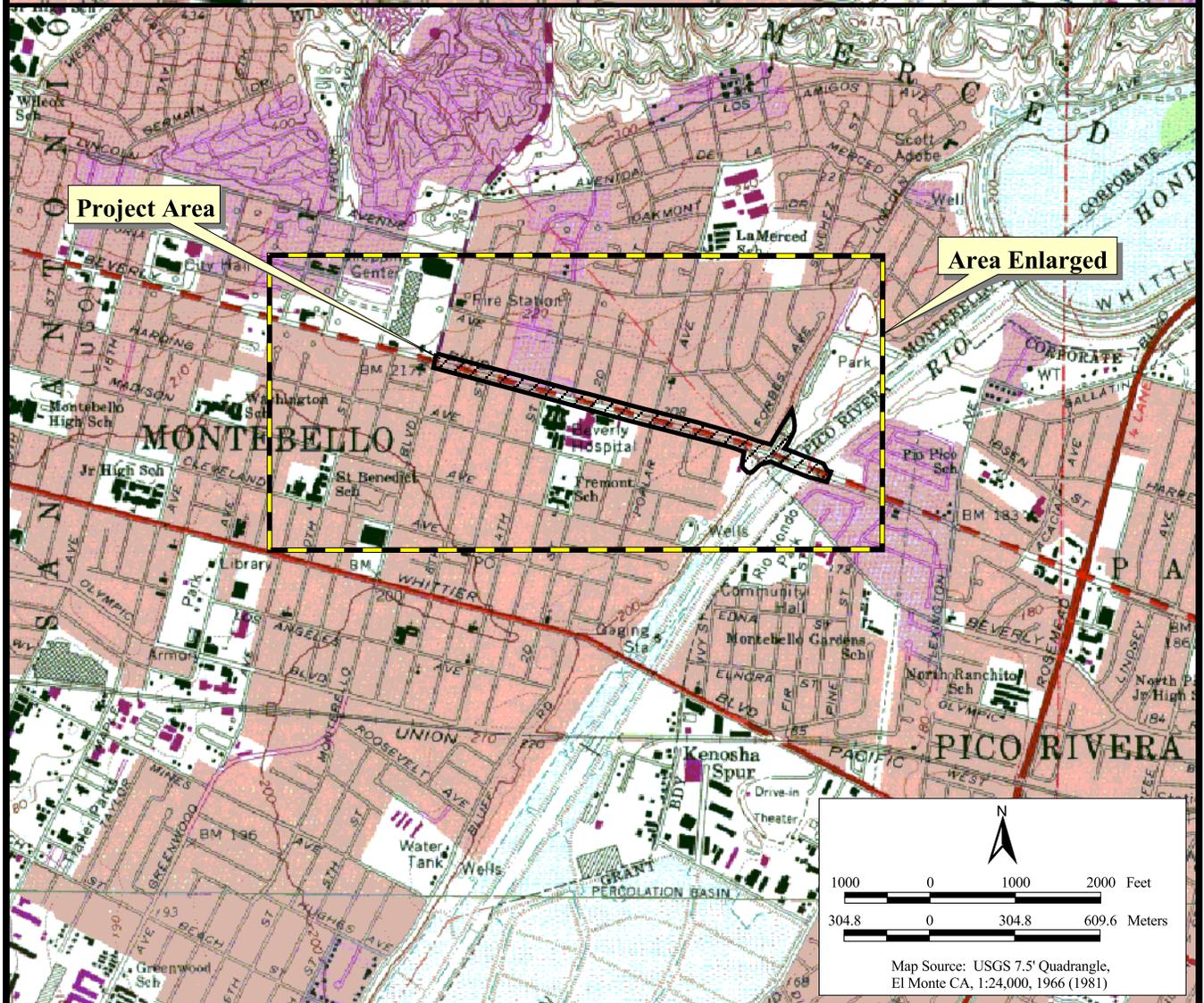
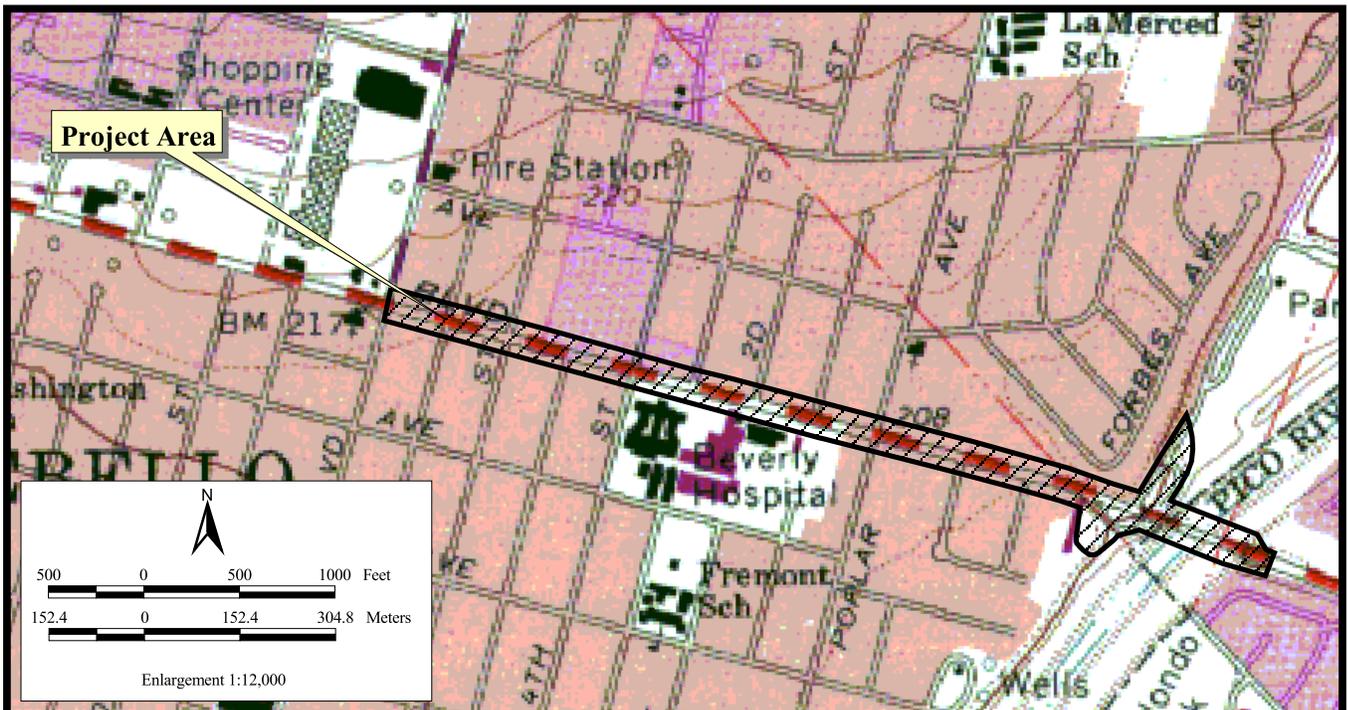
- ◆ California Department of Fish and Game (CDFG): Section 1601 Streambed Alteration Permit Agreement.
- ◆ California Department of Transportation (Caltrans): Right-of-Way Certification.
- ◆ City of Montebello:
 - Approval of final project design plans (including grading plans, construction plans/specifications, and traffic management plan)
 - Approval for rededication of land use
 - Construction permit
- ◆ City of Pico Rivera:

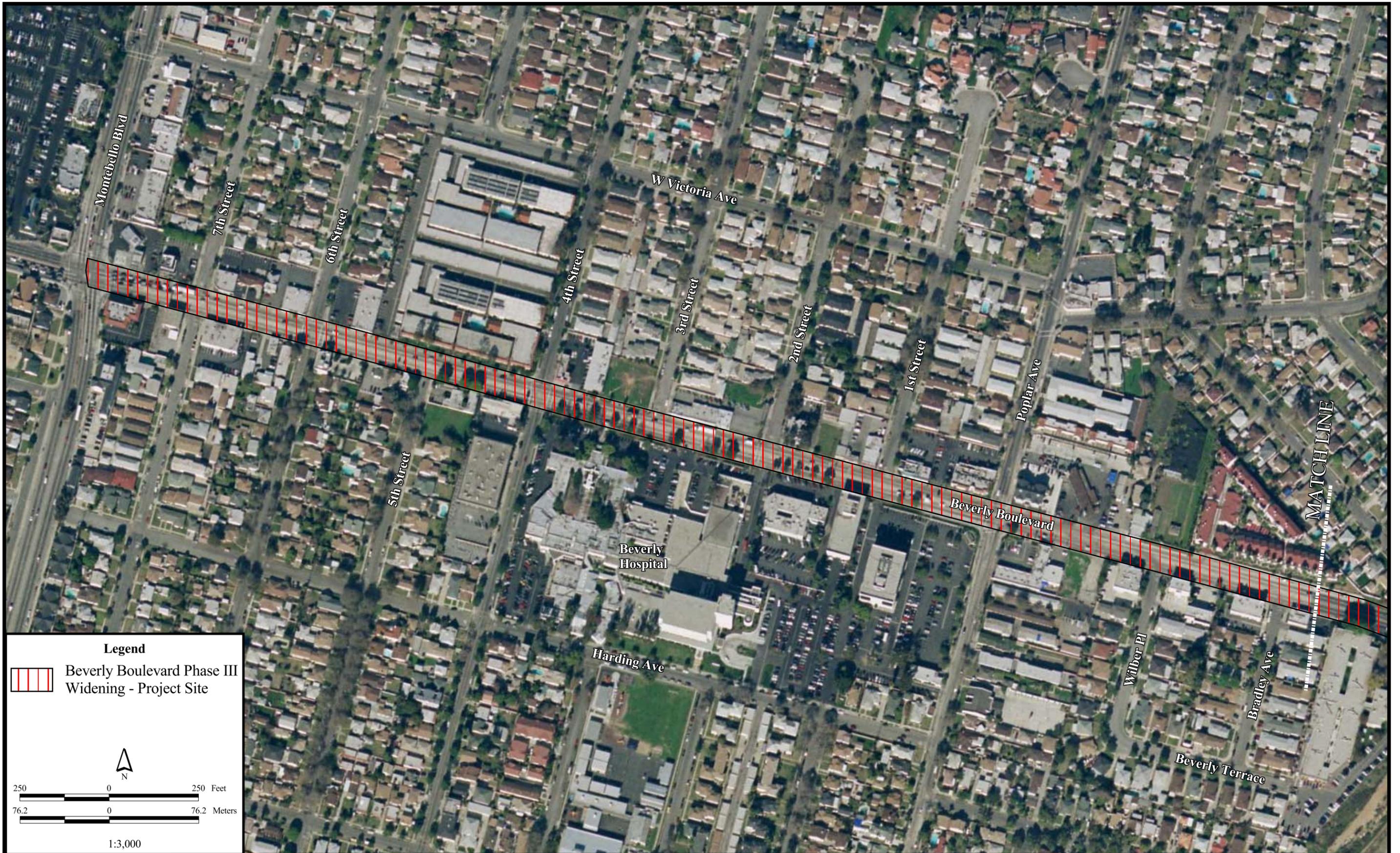
Chapter 1: Proposed Project

- Approval of final project design plans (only for the Bridge Replacement component of the project, to include grading plans, construction plans/specifications, and traffic management plan)
- Construction permit
- ◆ Federal Highway Administration (FHWA): issue Finding of No Significant Impact (FONSI).
- ◆ Los Angeles County Department of Public Works: approval of final project design plans.
- ◆ Los Angeles Regional Water Quality Control Board (RWQCB):
 - California General Construction Activities Storm Water Permit
 - General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (groundwater discharges during construction are not currently anticipated; however, this permit would be secured if water discharges are ultimately determined necessary during construction in the Rio Hondo Channel)
 - Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE)
- ◆ State Historic Preservation Office (SHPO): approval of Final Historic Properties Survey Report (Section 106 Study).
- ◆ U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.



29870185	Beverly Boulevard Phase III	Study Vicinity Map	Los Angeles County	Figure 1
----------	--------------------------------	--------------------	--------------------	----------





Legend

 Beverly Boulevard Phase III Widening - Project Site

 N

250 0 250 Feet

76.2 0 76.2 Meters

1:3,000





Legend

-  Beverly Boulevard Phase III Widening - Project Site
-  Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel - Project Site

N

250 0 250 Feet

76.2 0 76.2 Meters

1:3,000

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

2.1 HUMAN ENVIRONMENT

The environmental resource areas listed below are discussed in Section 2.1 Human Environment, of this document.

- 2.1.1 Land Use
- 2.1.2 Growth
- 2.1.3 Farmlands / Agricultural Lands
- 2.1.4 Community & Relocation Impacts
- 2.1.5 Utilities / Public Services / Emergency Services
- 2.1.6 Traffic & Transportation / Pedestrian and Bicycle Facilities
- 2.1.7 Recreation
- 2.1.8 Visual / Aesthetics
- 2.1.9 Cultural Resources / Paleontological Resources

Both project design Alternatives 1 and 2 would result in the exact same environmental consequences, with the exception of noted differences documented in Section 2.1.4, Community & Relocation Impacts. As such, the discussion regarding *Affected Environment* and *Environmental Consequences* presented for each resource area applies to both project design Alternatives 1 and 2, except for the differences between design Alternatives 1 and 2 noted in Section 2.1.4.

2.1.1 LAND USE

2.1.1.1 Regulatory Setting

The proposed project area is located within the jurisdiction of the Cities of Montebello and Pico Rivera and therefore, must comply with the applicable land use and zoning requirements within those jurisdictions. The following land use policies apply to the proposed project:

City of Montebello General Plan (Adopted 1973, as amended) Land Use Element

- ◆ Commercial 4- The City's major commercial streets, Beverly Boulevard and Whittier Boulevard, are in need of a major beautification and improvement program. This program should include street landscaping, provision of ample off-street parking, and some lot unification.

City of Pico Rivera General Plan (Adopted 1993, as amended) Municipal Facilities and Services

- ◆ Policy A.1.3- Encourage and support innovative methods of improving roadway capacity within the existing rights-of-way.

Chapter 2.1: Human Environment

The project right-of-way is not located within or adjacent to the Coastal Zone, as designated by the California Coastal Act of 1976, as amended, or a Wild and Scenic River, as defined by the Wild and Scenic Rivers Act, as amended. The project site is not located within a Habitat Conservation Plan area.

The portions of the project right-of-way that are within redevelopment districts are the corner of Beverly Boulevard and Montebello Boulevard (City of Montebello) and the north side of Beverly Boulevard immediately east of the Rio Hondo Channel (City of Pico Rivera). The proposed project will not directly impact the purpose and policies of the redevelopment districts because project activities will not extend beyond the existing Beverly Boulevard right-of-way at these locations.

2.1.1.2 Affected Environment

Beverly Boulevard traverses the Cities of East Los Angeles, Montebello, Pico Rivera, and Whittier in Los Angeles County. The segment of Beverly Boulevard to be widened (from Montebello Boulevard to Rea Drive) is approximately 0.7-mile in length and represents the last phase of widening of Beverly Boulevard from downtown Los Angeles (Alameda Street) to Whittier (Norwalk Boulevard). The proposed project is located within the Cities of Montebello and Pico Rivera. The project area along Beverly Boulevard is bounded on the west, north and south by single and multi-family residential properties, commercial/light manufacturing businesses, and medical facilities, while the east end of the project area is bounded by the Rio Hondo Channel. Structures located on Beverly Boulevard include the Beverly Hospital, commercial businesses, light manufacturing, and residential units. Portions of the street that are not developed with structures or pavement support ornamental trees, shrubs, ground cover, and low growing weeds and lawns.

According to the City of Montebello Zoning Map (1990 rev), the City of Montebello jurisdictional area along the Beverly Boulevard project area (from Montebello Boulevard to the east side of the Rio Hondo Channel) is zoned Neighborhood Commercial (C-1), General Commercial (C-2), Commercial - Restricted (C-R), One-family Residential (R-1), and Multiple-family Residential (R-3). The Rio Hondo Channel area under the jurisdiction of the City of Montebello is zoned Residential Agricultural (R-A), however, the Channel area is utilized exclusively for municipal drainage use and no actual agricultural uses occur near the project area. It is not anticipated that any of the existing zoned uses within the City of Montebello would change as a result of the proposed project. The City would maintain existing zoning designations in the project area and issue a rededication of use for any land that is converted to public transportation use as a result of the project right-of-way acquisitions.

The land along Beverly Boulevard on the east side of the Rio Hondo Channel is under the jurisdiction of the City of Pico Rivera. The City of Pico Rivera land along the north side of Beverly Boulevard is zoned Residential Multi-family (R-M) and is within a redevelopment area. The City of Pico Rivera land along the south side of Beverly Boulevard is zoned Residential Single-family (S-F) and is not within a redevelopment zone. (City of Pico Rivera, 2003) The project area within the City of Pico Rivera is limited to the Rio Hondo Channel vicinity and will not require additional right-of-way acquisition or amendments to existing zoning designations to accommodate the proposed bridge replacement.

The area surrounding Beverly Boulevard along the project right-of-way is completely built-out and urbanized. There are no major development activities proposed within the immediate project vicinity.

2.1.1.3 Environmental Consequences

The proposed project comprises the widening of an existing roadway and replacement of an existing bridge within an urban environment. The proposed project would maintain and enhance the existing transportation corridor land use of the project site. As such, the proposed project would not result in the physical division of an established community. It would be consistent with the land use plans, policies, and regulations specified by the General Plans of the Cities of Montebello and Pico Rivera.

The proposed project would not require the acquisition of additional right-of-way within the City of Pico Rivera and would not require the rezoning of existing land uses within the City of Pico Rivera.

The proposed project would require the acquisition of right-of-way to accommodate the widening of Beverly Boulevard within the City of Montebello. As previously stated, the Rio Hondo Channel area under the jurisdiction of the City of Montebello is zoned R-A (Residential Agricultural). However, no agricultural uses are actually present on this portion of the project site, and therefore, there would be no impact on agricultural land uses. It is not anticipated that any of the existing zoned uses within the City of Montebello would change as a result of the proposed project. The City would maintain existing zoning designations in the project area and issue a rededication of use for any land that is converted to public transportation use as a result of the project right-of-way acquisitions. As such, no impacts to land use plans, policies, or regulations would result from the proposed project.

The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. The proposed project is not located within an approved habitat or natural community conservation plan, and therefore, no impacts would occur.

2.1.1.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.1.1.5 References

City of Montebello. Adopted June 26, 1973, as amended. City of Montebello General Plan Land Use Element.

City of Montebello. 1990 rev. City of Montebello Zoning Map.

City of Montebello, Planning Division. 2003. Email transmittal from Hernan De Santos, Planner to K. Ellis, URS Corporation. April 23.

City of Pico Rivera. Adopted August 16, 1993, as amended. City of Pico Rivera General Plan Land Use Element.

City of Pico Rivera, Community Development Department-Planning Division. 2003. Fax transmittal to K. Ellis, URS Corporation. April 24.

County of Los Angeles, Office of Assessor. 1991. Parcel Map, 5272-004.

County of Los Angeles, Office of Assessor. 1995. Parcel Map, 5272-001.

2.1.2 GROWTH

2.1.2.1 Regulatory Setting

The proposed project area, located within the jurisdiction of the Cities of Montebello and Pico Rivera, is a built out urban environment. These communities are not on the urban fringe and all future development in the area would occur as small urban infill or redevelopment.

The easterly portion of the project limits is adjacent to a redevelopment district within the City of Pico Rivera. As such, there is the potential for growth along the corridor as a result of community reinvestment, however, this is not anticipated in the foreseeable future and would not be a result of the proposed project. The proposed project represents a through widening of Beverly Boulevard would not induce substantial population growth in the immediate vicinity or the region.

2.1.2.2 Affected Environment

Beverly Boulevard is an east-west arterial connecting communities within Los Angeles County, providing an alternative commuting route paralleling State Route 60, and to some extent, Interstate 5. The proposed widening of Beverly Boulevard between Montebello Boulevard and the Rio Hondo Channel eases "bottleneck" congestion resulting from this segment not being as wide and having less travel lanes than the adjacent configuration of Beverly Boulevard to the east and west of the project area. The resulting condition is the final piece in the systematic widening of Beverly Boulevard from Downtown Los Angeles to Whittier. There is no anticipated growth, projects, or development pressure anticipated with the proposed project, as it is designed to accommodate existing transportation demand already present on the roadway and ease the effects of the existing "bottleneck" traffic congestion.

The area surrounding Beverly Boulevard along the project right of way is completely built-out and urbanized. There are no major development activities proposed within the immediate project vicinity.

Refer to Section 2.1.4 of this document for additional information and analysis regarding Community and Relocation Impacts.

2.1.2.3 Environmental Consequences

See section 2.1.4.3 of this document.

2.1.2.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.1.3 FARMLANDS / AGRICULTURAL LANDS

2.1.3.1 Regulatory Setting

Visual inspection of the project area and aerial photographs, as well as consultation of the General Plans and Zoning Maps of the Cities of Montebello and Pico Rivera, indicates that there are no commercial agricultural operations at the project site or immediate surrounding vicinity. According to the City of Montebello Zoning Map (1990 rev.), the Rio Hondo Channel area under the jurisdiction of the City of Montebello is zoned Residential Agricultural (R-A), however, the Channel area is utilized exclusively for municipal drainage use and no actual agricultural uses occur near the project area.

2.1.3.2 Affected Environment

There are no farmlands, agricultural operations of note, nor agricultural preserves in the vicinity of the project. The project area is a built out urban environment with no large-scale agricultural operations or farmlands nearby.

2.1.3.3 Environmental Consequences

The proposed project comprises the widening of an existing roadway and replacement of an existing bridge within an urban environment. It is not anticipated that any of the existing zoned uses within the City of Montebello would change as a result of the proposed project. There are no actual agricultural land uses in the project area, and therefore, no impacts would occur.

2.1.3.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.1.3.5 References

City of Montebello. Adopted June 26, 1973, as amended. City of Montebello General Plan Land Use Element: Land Use Map.

City of Montebello. 1990 rev. City of Montebello Zoning Map.

City of Pico Rivera. Adopted August 16, 1993, as amended. City of Pico Rivera General Plan Land Use Element: Land Use Map.

2.1.4 COMMUNITY & RELOCATION IMPACTS

2.1.4.1 Regulatory Setting

The project site is located primarily within the City of Montebello and a portion of the easterly project limits is located within the City of Pico Rivera. The socioeconomic study area for the project includes the cities of Montebello and Pico Rivera, located within Los Angeles County, California. The cities of Montebello and Pico Rivera are located in the Southeast Los Angeles County (SELAC) sub-region of the six-county region of the Southern California Association of Governments (SCAG). The annual average percent change of population, housing, and employment within the SELAC sub-region is expected to be less than one percent through the year 2015 or about 20,000 persons/year. The estimated labor force for

Chapter 2.1: Human Environment

SELAC in 2000 was 1,004,000. The SCAG estimated SELAC population and housing is 2,037,000 and 639,000 dwellings, respectively.

The communities of Monterrey Park, South Gabriel, and Rosemead are located to the north of Montebello. The cities of Pico Rivera and Downey are located to the east and south, respectively. The City of Commerce and the unincorporated community of East Los Angeles (County) form the westerly boundary.

2.1.4.2 Affected Environment

This section describes the location, economic, and demographic characteristics of the study area, including population, housing, employment, and economic conditions. The majority of the project site is located within the City of Montebello, while a small portion of the easterly project limits (a portion of the Beverly Boulevard bridge over Rio Hondo Channel) is located within the City of Pico Rivera.

Local Setting

The segment of Beverly Boulevard to be widened (from Montebello Boulevard to Rea Drive) is approximately 0.7-mile in length and represents the last phase of widening of Beverly Boulevard from downtown Los Angeles (Alameda Street) to Whittier (Norwalk Boulevard). Beverly Boulevard is bounded by residential homes and commercial businesses to the east, north and south, and the Rio Hondo Channel to the west. Structures located on Beverly Boulevard include the Beverly Hospital, commercial businesses, and residential homes. Portions of the street, not developed with structures or pavement, support ornamental trees, shrubs, ground cover, and low growing weeds and lawns.

Primary Affected Areas

The primary affected area is defined as the area immediately in the project site that could be directly affected by the proposed project. These properties along the Beverly Boulevard project alignment are in United States Census Tracts 5300.04 and 5301.01 within the cities of Montebello and Pico Rivera. Figure 2.1.4-1 shows a map of affected Census Tracts in relation to the project area.

Population Totals

The estimated population of Los Angeles County as of May 2002 was 9,824,807. Recent population figures and projected population estimates for Montebello and Pico Rivera are summarized in Table 2.1.4-1. The changes in population from 2001 to 2002 for the cities of Montebello and Pico Rivera were 1.4% and 1.6%, respectively. The estimated median age of the population for Los Angeles County in 2000 was 32 years, 31.4 years for Montebello, and 30.6 years for Pico Rivera.

Table 2.1.4-1. City Population Estimates

City	Total Population 2001	Total Population 2002
Montebello	62,900	63,800
Pico Rivera	64,200	65,200

Source: State of California, Department of Finance, *E-1 City/County Population Estimates, with Annual Percent Change, January 1, 2001 and 2002*. Sacramento, California, May 2002.

Ethnic Composition of Population

The CEQ 1997:19 defines “minority” as individuals who are members of the following population groups: American Indian or Alaska Native; Asian or Pacific Islander; African American, not of Hispanic origin; or Hispanic. Table 2.1.4-2 provides the ethnic composition for the existing population within the project study area.

Table 2.1.4-2. Race/Ethnic Composition of Population 2000

Area	White	African American	Asian	Hispanic	Other
Los Angeles County ¹	32%	10%	13%	45%	1%
Montebello ²	11.12%	.64%	11.38%	74.57%	2.29%
Pico Rivera ²	7.75%	.49%	2.43%	88.29%	1.04%
Census Tract 5300.04 ³	16.6%	0.8%	9.5%	70.1%	3%
Census Tract 5301.013 ³	12.8%	0.6%	3.0%	80.9%	2.6%

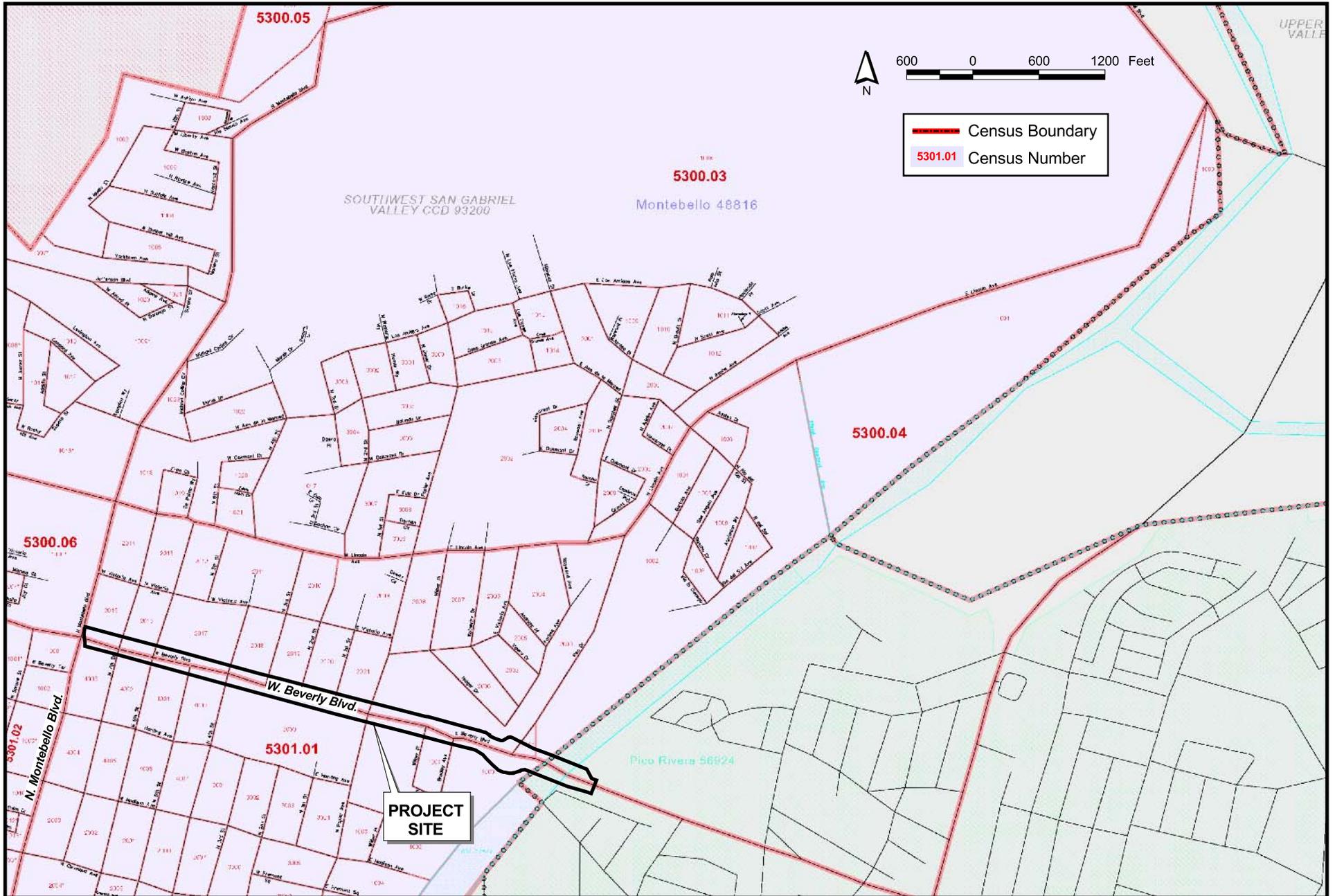
Sources:

^{1/} State of California, Department of Finance, *Race/Ethnic Population Estimates: Components of Change for California Counties, April 1990 to April 2000*. Sacramento, California, March 2003.

^{2/} ERsys-Ethnicity Stats as of 2000 for Montebello and Pico Rivera. Website: www.ersys.com.

^{3/} U.S. Census Bureau, Census 2000.

As can be seen from Table 2.1.4-2, Hispanics constitute the majority in Los Angeles County, Pico Rivera, and Montebello, as well as the immediate affected area. The percentage of Hispanics within the study area is higher compared to Los Angeles County. Whites comprise the second largest percentage of the population within the study area ranging from 7.75 to 12.8 percent of the population. This is low compared to 32 percent for Los Angeles County. The percentage of African Americans, at approximately 0.49 to 0.80 percent in the study area, is low compared to 10 percent for Los Angeles County. The percentage of Asians, at approximately 2.43 to 11.38 percent in the study area, is slightly below 13 percent for Los Angeles County.



CENSUS TRACTS

Project No.: 29870185

Project: BEVERLY BOULEVARD PHASE III WIDENING

Figure 2.1.4-1



Housing

The existing housing stock in Los Angeles County as of May 2002 was 3,293,248 with a vacancy rate of 4.19% (CA State Department of Finance). There are approximately 3.058 persons per household in Los Angeles County.

The existing housing stock in Montebello as of May 2002 was 19,423 with a vacancy rate of 2.94% (CA State Department of Finance). There are approximately 3.4 persons per household in Montebello. Montebello is characterized as a middleclass suburban neighborhood with median home values at \$213,600.

The existing housing stock in Pico Rivera as of May 2002 was 16,841 with a vacancy rate of 2.02% (CA State Department of Finance). There are approximately 3.9 persons per household in Pico Rivera. The City is characterized as a suburban neighborhood with a median home value of \$163,800. New housing developments in the last three years have added approximately 400 units in Pico Riviera.

The existing house stock in Census Tracts 5301.01 and 5300.04 as of 2000 was 1,706 and 1,233 units, respectively. The existing vacancy rate in Census Tracts 5301.01 and 5300.04 as of 2000 was 3.8 and 2.3 percent, respectively. The average household size in Census Tract 5300.04 is 2.99 and 3.17 percent for Census Tract 5301.01.

Economic Conditions

Property tax rates vary based on the location and use of a property. A tax rate includes a general one percent tax levy applicable to all property tax bills, voter-approved (pre-Proposition 13) special taxes and voter-approved debt issues for a particular area. The general tax level is based on state law and is limited to one percent of the assessed value (equal to \$1 per \$100 of assessed value). In Los Angeles County, the total property tax charge was \$6.6 billion in 2000. Information on property tax was not available individually for the local project areas. Table 2.1.4-3 shows the assessed values for potentially displaced nonresidential properties.

Table 2.1.4-3. Assessed Values for Potentially Displaced Nonresidential Properties

Project Alternative	Potential Nonresidential Displacements	Assessed Land Values (range)	Assessed Structure Value (range)	Assessed Total Value (range)
Alternative 1: Project Study Report Design	10 units within 5 buildings	\$33,010 to \$511,000	\$3,308 to \$156,607	\$36,318 to \$667,607
Alternative 2: Centerline Offset Design	3 units within 3 buildings	\$39,985 to \$443,161	\$45,955 to \$156,607	\$85,940 to \$599,768

Employment and Income

The following employment and economic information has been compiled for the study area using 2000 Census Data:

Table 2.1.4-4. Employment and Income

Area	Labor Force	Unemployment Rate	Median Household Income	Percent of Population Living Below Poverty Level
Los Angeles County	4,312,264	5.0%	\$42,189	17.9
Montebello	25,052	4.7%	\$38,805	17.0
Pico Rivera	25,317	4.0	\$41,564	12.6
Census Tract 5300.04	1,413	6.1	\$42,072	8.7
Census Tract 5301.01	1,993	5.5	\$27,887	23.2

Source: U.S. Census Bureau, 2000 Census Data.

Potential Relocation of Nonresidential Businesses

The two alignment alternatives under consideration would each involve the potential displacement and possible subsequent relocation of nonresidential businesses. There are no potential residential displacements. The most potential nonresidential relocations, totaling approximately 10 units (contained within 5 individual buildings), would occur under Alternative 1: PSR Design. Alternative 2: Centerline Offset Design may result in the potential displacement of up to three nonresidential units (contained within 3 individual buildings).

There are numerous areas within the metropolitan Montebello area where nonresidential uses would find it suitable to relocate. Alternative 1 has the largest number of potential non-residential displacements (10 businesses). These 10 businesses represent less than 1 percent of the total businesses (approximately 3,100) in the metropolitan Montebello area. All businesses that may be displaced are assumed to be eligible for relocation benefits as indicated in Public Law 91-646. Specifically, Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, governs the relocation of individuals and businesses displaced by projects paid for in whole or part with federal funds. Because this project requires the purchase of property, the Uniform Act establishes minimum standards for relocation assistance and compensation as follows:

1. Relocation advisory and financial assistance shall be available for individuals and businesses that must relocate as a result of the public acquisition of property; and
2. Basic standards and requirements for appraisals and acquisition shall be followed in acquiring real property.

The provisions of the Uniform Act are set forth in the Code of Federal Regulations, 49 CFR Part 24, for federal and state agencies that are either acquiring the property or providing the financial assistance to do so. In order to comply with federal, state and County regulations, the County of Los Angeles must establish a relocation assistance program with the following components:

1. Advisory Assistance: Every person or business being displaced is eligible to receive advisory assistance in relocating to a replacement dwelling or business location. These services are in addition to compensation received by the property owner for the acquisition of real property or real property rights.

2. Financial Assistance: Beyond the constitutional requirement of just compensation, the Uniform Act requires certain financial benefits to assist displaced persons in relocating to a new business location. For eligible business owners or tenants, these include moving allowance payments for personal property and reimbursement for certain eligible miscellaneous or reestablishment expenses.

Although outside the scope of this analysis, a Relocation Plan must be developed and approved by the County of Los Angeles as part of the project approval process. Individuals and/or businesses affected by the plan shall be contacted for a full explanation of the plan and available benefits during the approval process. Right-of-way cost estimates are assumed to be the responsibility of the County, and will be determined after project approval and adoption of a design alternative.

Table 2.1.4-5 provides a listing of building encroachments for Alternative 1 and Alternative 2. The columns labeled "Potentially Displaced Yes/No" in Table 2.1.4-5 indicate whether or not the affected buildings are likely to be completely demolished/displaced (i.e., a full take) as a result of project right-of-way needs. Buildings likely to be completely demolished and no longer exist as a result of the project are indicated with a "YES" in the column. Buildings that may be modified but not completely removed (e.g., minor alterations to building façade and/or small reduction in overall square footage) as a result of the project are indicated with a "No" in the column. The total building square footage is also included within the table.

As noted in Table 2.1.4-5, most of the buildings to be modified would have approximately 5' or less removed from the overall building depth. If the removal of the noted depth would result in the removal of a substantial portion of the overall usable space of a building, it is assumed that the building would be a full take and be completely removed (as indicated by a "YES" in the "Potentially Displaced" column). If the removal of the noted building depth would constitute a relatively small portion of the overall usable space of a building, it is assumed that the building would be modified, as noted, but would still remain in place and would continue to function as a viable, usable business space after project construction (as indicated by a "No" in the "Potentially Displaced" column).

As such, it is assumed that existing buildings that are substantially large and/or deep would have enough usable space remaining after the proposed reduction in depth so that the buildings may remain in place and be utilized in the same manner they are used today. Similarly, existing buildings that are small in overall square footage and/or relatively shallow in configuration would be rendered "unusable" after the proposed reduction in depth. Such small and/or shallow buildings are considered to be likely full takes that must be demolished/removed as a result of the project.

With the exception of the noted buildings likely to be completely demolished, the anticipated additional right-of-way required at various building locations would not "displace" any businesses or employees at each affected nonresidential building. That is, modifications to the various buildings that will be maintained in place after project construction would not result in the displacement of businesses, nor in the reduction of workforce housed in the affected buildings.

Chapter 2.1: Human Environment

Table 2.1.4-5 Alternative 1: City of Montebello Project Study Report (PSR) Design - Building Encroachments										
Location	Street Address	Assessor's Parcel Number (APN)	Total Building SF	Building Front to be Modified (Approximate SF)	Building Depth to be Modified (Feet)	Roof Overhang Encroach	Current Use	Residential / Nonresidential	Potentially Displaced Yes / No	Site Photo No.
North Side										
HN 228	228 E. Beverly Blvd.	5278 027 032	UA (Est. 800*)	143 SF	5'	6.3' X 31'	Unique Floral Shop	Nonresidential	YES	34
HN 116	116 E. Beverly Blvd.	5269 012 054	7,437	--	--	5.3' sign	Steakhouse Restaurant	Nonresidential	No	32
HN 102	102 E. Beverly Blvd.	5269 012 017	1,679	327 SF	5'	1.5' X 25' + 1.5' X 49'	Playa Baja Restaurant	Nonresidential	No	31
HN 100	100 W. Beverly Blvd.	5269 012 027	2,493	222 SF	5'	2' X 42'	Glass Doctor & Domenic's Screen Shop	Nonresidential	No	28
HN 106	106 W. Beverly Blvd.	5269 012 052	674	148 SF	4'	--	Sign Agent	Nonresidential	YES	30
HN 108	108 W. Beverly Blvd.	5269 012 029	3,884	116 SF	5'	--	Montebello Messenger	Nonresidential	No	30
HN 208	208 W. Beverly Blvd.					--	Marufuku Noodle House (restaurant)	Nonresidential	YES	
HN 210	210 W. Beverly Blvd.					--	The Hair Concern (hair salon)	Nonresidential	YES	
HN 214	214 W. Beverly Blvd.	5269 013 064	7,266	858 SF	5'	--	Framento's Italian Market	Nonresidential	YES	23 & 24
HN 220	220 W. Beverly Blvd.					--	Medical Uniforms	Nonresidential	YES	
HN 222	222 W. Beverly Blvd.					--	South Figueroa Medical Supply	Nonresidential	YES	
HN 224	224 W. Beverly Blvd.					--	Popular Liquor Mart	Nonresidential	No	
HN 312	312 W. Beverly Blvd.	5269 013 036	7,003	--	--	27' X 8' + 11' sign	Kentucky Fried Chicken	Nonresidential	No	18
HN 320	320 W. Beverly Blvd.					Reconstruct Ramp	Aguilera/Cheng/Miulera Medical Center	Nonresidential	No	17
HN 520	520 W. Beverly Blvd.	5269 014 071	7,200	286 SF	5'	7' X 22'	T. Kuon Professional Building (Medical/Dental Offices)	Nonresidential	No	10
HN 600	600 W. Beverly Blvd.	5269 016 001	4,620	425 SF	5.2'	--		Nonresidential	No	7
			Subtotal North:	2,525 SF						
South Side										
HN 269	269 E. Beverly Blvd.	6347 003 025	2,088	650 SF	11'	--	Pio's Liquor	Nonresidential	YES	39 & 41
HN 265	265 E. Beverly Blvd.	6347 003 003	UA	Reconstruct 6'X60' ramp	--	--	Pharmacy	Nonresidential	No	38
HN 229	229 E. Beverly Blvd.	6347 001 033	6,251	Reconstruct ramp at side	--	--	Montebello Surgery Center	Nonresidential	No	36
HN 401	401 W. Beverly Blvd.	6346 003 024	4,565	7 SF (Remove building corner)	3'	2' X 60'	Odou Medical Clinic & General Dentistry Office	Nonresidential	No	20
HN 415	415 W. Beverly Blvd.	6346 003 023	3,202	250 SF (remove 42' + 52' wall)	5'	3.5' x 26'	General Dentistry Office	Nonresidential	No	14 & 16
HN 505	505 W. Beverly Blvd.	6346 002 012	2,332	60 SF	5'	5' x 12' + 1' x 11'	Dentistry for Children	Nonresidential	No	12 & 13
HN 509	509 W. Beverly Blvd.		UA	77 SF	4.2'	--	Luis Cimarusti Realty	Nonresidential	YES	11
HN 605	605 W. Beverly Blvd.	6346 001 020	1,839	--	--	6' x 26' (Remove roof overhang only)	A&A Real Estate	Nonresidential	No	N/A
HN 615 & HN 617	615 & 617 W. Beverly Blvd.	6346 001 042	6,377	103 SF	1'	4' x 49' (16" high steps & ramp; remove 1' X 5' building corner)	Century 21 George Michael Realty	Nonresidential	No	4, 5 & 6
HN 621	621 W. Beverly Blvd.					4' x 25'	Century 21 George Michael Realty	Nonresidential	No	4, 5 & 6
HN 701	701 W. Beverly Blvd.	6346 001 055	3,650	120 SF (Two-storied building; remove 1.5' X 7' corner wall)	2'	2' x 45'	Farmer's Insurance Group (vacant)	Nonresidential	No	2 & 4
			Subtotal South:	1,267 SF						
TOTAL North & South:				3,792 SF					Number of Residential Units Potentially Displaced:	0
								Number of Nonresidential Buildings Potentially Displaced:	5	
								Number of Nonresidential Units (Individual Businesses) Potentially Displaced:	10	

Chapter 2.1: Human Environment

Table 2.1.4-5 (con't.) Alternative 2: Centerline Offset Design - Building Encroachments											
Location	Street Address	Assessor's Parcel Number (APN)	Total Building SF	Building Front to be Modified (Approximate SF)	Building Depth to be Modified (Feet)	Roof Overhang Encroach	Current Use	Residential / Nonresidential	Potentially Displaced Yes / No	Site Photo No.	
North Side											
HN 228	228 E. Beverly Blvd.	5278 027 032	UA (Est. 800*)	143 SF	5'	6.3' X 31'	Unique Floral Shop	Nonresidential	YES	34	
HN 116	116 E. Beverly Blvd.	5269 012 054	7,437	--	--	5.3' sign	Steakhouse Restaurant	Nonresidential	No	32	
HN 102	102 E. Beverly Blvd.	5269 012 017	1,679	--	--	1.5' X 25' + 1.5' X 49'	Playa Baja Restaurant	Nonresidential	No	31	
HN 100	100 W. Beverly Blvd.	5269 012 027	2,493	27 SF	--	2' X 42'	Glass Doctor & Domenic's Screen Shop	Nonresidential	No	28	
HN 224	224 W. Beverly Blvd.	5269 013 064	7,266	57 SF	--	--	South Figueroa Medical Supply	Nonresidential	No	23	
HN 312	312 W. Beverly Blvd.	5269 013 036	7,003	--	--	27' X 8' + 11' sign	Popular Liquor Mart	Nonresidential	No	18	
HN 320	320 W. Beverly Blvd.			Reconstruct Ramp	--	--	Kentucky Fried Chicken	Nonresidential	No	17	
HN 520	520 W. Beverly Blvd.	5269 014 071	7,200	286 SF	5'	7' X 22'	Aguilera/Cheng/Miullera Medical Center	Nonresidential	No	10	
HN 600	600 W. Beverly Blvd.	5269 016 001	4,620	425 SF	5.2'	--	T. Kuon Professional Building (Medical/Dental Offices)	Nonresidential	No	7	
				938 SF							
South Side											
HN 269	269 E. Beverly Blvd.	6347 003 025	2,088	650 SF	11'	--	Pio's Liquor	Nonresidential	YES	39 & 41	
HN 265	265 E. Beverly Blvd.	6347 003 003	UA	Reconstruct ramp (6' X 60')	--	--	Pharmacy	Nonresidential	No	38	
HN 229	229 E. Beverly Blvd.	6347 001 033	6,251	Reconstruct ramp at side	--	--	Montebello Surgery Center	Nonresidential	No	36	
HN 105	105 W. Beverly Blvd.	6346 004 033	15,544	Reconstruct ramp inside of building	--	--	Montebello Community Health	Nonresidential	No	27	
HN 401	401 W. Beverly Blvd.	6346 003 024	4,565	18 SF (Remove building corner)	4'	2' X 60'	Odou Medical Clinic & General Dentistry Office	Nonresidential	No	20	
HN 415	415 W. Beverly Blvd.	6346 003 023	3,202	250 SF (remove 42' + 52' wall)	5'	3.5' x 26'	General Dentistry Office	Nonresidential	No	14 & 16	
HN 505	505 W. Beverly Blvd.	6346 002 012	2,332	60 SF	5'	5' x 12' + 1' x 11'	Dentistry for Children	Nonresidential	No	12 & 13	
HN 509	509 W. Beverly Blvd.		UA	77 SF	4.2'	--	Luis Cimarusti Realty	Nonresidential	YES	11	
HN 605	605 W. Beverly Blvd.	6346 001 020	1,839	--	--	6' x 26' (Remove roof overhang only)	A&A Real Estate	Nonresidential	No	N/A	
HN 615 & HN 617	615 & 617 W. Beverly Blvd.	6346 001 042	6,377	103 SF	1'	4' x 49' (16" high steps & ramp; remove 1' X 5' building corner)	Century 21 George Michael Realty	Nonresidential	No	4, 5 & 6	
HN 621	621 W. Beverly Blvd.					4' x 25'	Century 21 George Michael Realty	Nonresidential	No	4, 5 & 6	
HN 701	701 W. Beverly Blvd.	6346 001 055	3,650	120 SF (Two-storied building; remove 1.5' X 7' corner wall)	2'	2' x 45'	Farmer's Insurance Group (vacant)	Nonresidential	No	2 & 4	
				Subtotal South:	1,278 SF						
TOTAL North & South:				2,216 SF							
								Number of Residential Units Potentially Displaced:	0		
								Number of Nonresidential Buildings Potentially Displaced:	3		
								Number of Nonresidential Units (Individual Businesses) Potentially Displaced:	3		
Notes:											
Red text indicates new text added to table.											
* Indicates estimated approximate square footage of building based upon exterior visual assessment.											

2.1.4.3 Environmental Consequences

Neighborhood and Community Stability

The proposed project is not anticipated to affect life-style, neighborhood character or stability, since it would not remove or extend the existing facility, nor remove any landmarks or unique topographic features. The proposed project would not promote the visual polluting of the area, nor physically divide an established community, nor force the relocation of any residential properties. The project would enhance the existing facility by promoting safer and more efficient traffic circulation with easier access to various communities in the vicinity of the proposed project.

Some traffic delays can be expected during construction of the project; however, these impacts are only temporary in nature and are not considered significant. Vehicular traffic would not be re-routed through residential areas. The project includes the preparation of a Traffic Management Plan to alleviate this temporary construction traffic impact.

Pedestrian access would be impacted temporarily during construction as well. Pedestrians would not be allowed in construction areas, and thus, pedestrian traffic would be re-routed. The construction area will be properly flagged and sectioned off so as to allow for the safe passage of individuals.

Displacement Effects on Businesses

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, states that Caltrans will provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of the acquisition of real property for public use. A Relocation Impact Study written by URS Corporation, was prepared for the project and is available as a separate technical report (URS 2003).

Although it is anticipated that the project would require the acquisition of approximately five feet of right-of-way from up to two residential parcels facing Beverly Boulevard, it is not anticipated that potential impacts to any of the affected residential parcels would require relocation of residents or modifications to the actual dwelling structure(s).

The project would require the acquisition of approximately five feet of right-of-way from approximately 30-40 non-residential parcels (i.e., commercial, institutional, municipal use) facing Beverly Boulevard. Among the 30-40 non-residential parcels affected, there are up to 19 affected buildings that may require modifications to the fronts of the structures facing Beverly Boulevard. If it is determined that it is not feasible to modify the fronts of these affected buildings to accommodate project right-of-way needs, then the affected property owners/businesses may be considered for relocation. There is a potential that up to five of the affected buildings may ultimately need to be entirely removed and relocated to accommodate project right-of-way needs, depending upon the project design alternative selected (which would impact up to 10 businesses). All affected properties and businesses have been identified and analyzed in a Relocation Impact Study.

Chapter 2.1: Human Environment

The proposed project may require the displacement of some immediately adjacent businesses due to the right-of-way acquisition needs of the project (refer to Table 2.1.4-5 above and Table 2.1.4-6 below). More specifically, if Alternative 1 were selected, a total of five (5) buildings (assessor’s parcel numbers: 5278-027-032, 5269-012-052, 5269-013-064, 6347-003-025, and 6346-002-012) would likely be completely removed/displaced as a result of project right-of-way needs. These five buildings currently house ten (10) individual businesses (nonresidential units). If Alternative 2 were selected, up to three (3) individual buildings (assessor’s parcel numbers: 5278-027-032, 6347-003-025, and 6346-002-012) would likely be completely removed/displaced as a result of project right-of-way needs. These three buildings currently house three (3) individual businesses (nonresidential units).

Table 2.1.4-6. Potentially Displaced Businesses in the Project Study Area

	Location	Type of Business Displaced	APN	Year Built
Alternative 1				
	HN 228 228 E. Beverly Blvd.	Flower Shop	5278 027 032	1933
	HN 106 106 W. Beverly Blvd.	Sign Shop	5269 012 052	1955
	HN 208 208 W. Beverly Blvd.	Asian Restaurant	5269 013 064	1947
	HN 210 210 W. Beverly Blvd.	Hair Salon		
	HN 214 214 W. Beverly Blvd.	Italian Market		
	HN 220 220 W. Beverly Blvd.	Italian Market		
	HN 222 222 W. Beverly Blvd.	Medical Uniforms		
	HN 224 224 W. Beverly Blvd.	Medical Supply Store		
	HN 269 269 E. Beverly Blvd.	Liquor Store	6347 003 025	1933
	HN 509 509 W. Beverly Blvd.	Real Estate Office	6346 002 012	1961
Alternative 2				
	HN 228 228 E. Beverly Blvd.	Flower Shop	5278 027 032	1933
	HN 269 269 E. Beverly Blvd.	Liquor Store	6347 003 025	1933
	HN 509 509 W. Beverly Blvd.	Real Estate Office	6346 002 012	1961

The Project Study Report Design (Alternative 1) has the largest number of non-residential displacements (up to 10 businesses). These 10 businesses represent less than 0.5 percent of the total businesses (3,100)

Chapter 2.1: Human Environment

in the Montebello area; therefore, the permanent displacement of these businesses would not have a significant impact to the overall economy within the Montebello area. Please refer to the Relocation Impact Study for a discussion of estimated assessed structure and land values for the displaced non-residential properties.

There may be an initial loss of property and sales tax during the relocation; however, this loss would be negligible relative to total tax revenue. It is anticipated that tax loss would be temporary and that displaced businesses would resume payment of property and sales tax upon relocation. Refer to the Relocation Impact Study for a discussion of the relocation assistance that would be offered to the displaced businesses as a result of the proposed project.

The relocation of businesses would potentially affect employment and commerce in the immediate area. Nearby residents who rely on the displaced businesses may be inconvenienced if they have to travel further away to obtain the same goods and services. However, the displacement impacts of this project are situated in a heavily commercial area, along a commercial corridor. There are no goods or services lost that cannot be obtained nearby. Thus, impacts to local residents who rely on the displaced businesses are considered less than significant.

If it is determined that it is not feasible to modify the fronts of any affected buildings to accommodate project right-of-way needs, then the affected property owners/businesses may be considered for relocation. Any relocated residents or businesses would be entitled to relocation assistance in accordance with the guidelines of Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (a.k.a. "Uniform Act"). Impacts of relocation activities, if required, would be less than significant.

Although displacement impacts are expected to remain below a level of significance, the following mitigation measure is recommended, in order to document assurances to the public of the administrative and regulatory steps that will be followed before any commercial units are acquired for relocation:

Mitigation Measure:

- C & R-1** A specific non-residential relocation plan shall be prepared and implemented after a preferred project design alternative is adopted and prior to construction.

Comparable relocation properties appear to be available in the project area, and in sufficient quantity throughout the metropolitan Montebello area for most of the commercial and office uses. Adequate lead times are available for businesses to plan for relocation given that construction has not been scheduled. Interviews with business owners to be relocated and detailed inspection of impacted businesses would need to be conducted after a preferred alternative and a construction schedule are established.

It is reasonable to surmise that displaced businesses would seek replacement commercial space that is similar in land use, cost and character to the office/retail space they would leave behind. Actual destinations of those displaced by the project, however, would vary according to personal preference and

market conditions at the time of displacement. A specific non-residential relocation plan would be determined after a project design alternative is adopted.

Environmental Justice and Minority Considerations

This project would be developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, “Federal Action to Address Environmental Justice in Minority Populations and Low-Income Population.” The Executive Order requires each Federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal projects on minority and low-income populations to the greatest extent practical and permitted by law.

Title VI requires that no person, because of race, color, religion, national origin, sex, age or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by any federal aid activity. Executive Order 12898 broadens this requirement to mandate the disproportionately high and adverse health or environmental impacts to minority or low-income populations be avoided or minimized to the extent possible.

Utilizing poverty guidelines provided by the Department of Health and Human Services, the poverty level is defined as a per capita income of \$8,590 for a one-person family unit, an \$11,610 per capita income for a two-person family unit, a \$14,630 per capita income for a three-person family unit, a \$14,630 per capita income for a four-person family unit, a \$20,670 per capita income for a five-person family unit, and a \$23,690 per capita income for a six-person family unit.

As presented earlier in Table 2.1.4-2, the ethnic character of the immediate study area (Census Tracts 5300.04 and 5301.01) is predominately Hispanic (between 70.1 to 80.9 percent). African Americans constitute less than one percent, and Asians make up between 3.0 to 9.5 percent of the population. By comparison, in Los Angeles County, Hispanics are 45 percent of the total population, African Americans are 10 percent, and Asians are 13 percent.

As presented earlier in Table 2.1.4-4, 23.2 percent of the population living within Census Tract 5301.01 is living below the poverty level. This percentage is higher than the County average of 17.9 percent. The median household income for Census Tract 5301.01 is \$24,887, which is also considered lower than the County average, but higher than the Department of Health and Human Services poverty level threshold of \$14,630 for a three-unit family unit.

Based upon the information above, minority communities would be impacted by property acquisition. The project would primarily impact businesses along Beverly Boulevard that are to be acquired. Compliance with the Uniform Relocation and Assistance Real Property Acquisition Policies Act of 1970 would reduce this impact to a less than significant level. Comparable relocation properties appear to be available in the area, and in sufficient quantity.

Transit services are provided throughout the study area and adjoining areas. It is likely that some of the businesses displaced by the proposed project have employees that are transit dependent. Access to mass

transit is one of the many considerations included in the relocation process under the Uniform Relocation and Assistance Act as implemented during the acquisition and relocation process. It is anticipated that the acquired businesses would relocate to areas served by transit.

The primary environmental justice issues for development projects would be potential air, noise, visual, and traffic impacts or exposure to hazardous materials or water emissions that could adversely affect the health of these populations. Other issues include potential residential or business displacements. The project would not result in significant air emissions of criteria pollutants that could lead to health effects in the project vicinity. It would also not result in significant emissions of toxic air contaminants that could increase the ambient cancer risk or result in non-cancer health effects above established thresholds. The project would not involve wastewater discharges that could affect drinking water supplies. Due to mitigation measures included, there would be less than significant noise impacts due to the project. The project would not displace any homes, but could result in the displacement of up to 10 businesses. The relocation program required under the Uniform Relocation and Assistance Act would mitigate this impact to a less than significant level. In light of this, it is concluded that the project would not result in disproportionate impacts on any low-income or minority populations.

Population Growth

The project would widen an existing roadway and replace an existing bridge to match adjacent street widths within a fully developed urban environment. No new homes or businesses are proposed as part of the project. The project would improve localized traffic operations. The project would accommodate existing local traffic demand more effectively and would not directly nor indirectly induce substantial population growth. Therefore, no significant growth impacts would occur as a result of the proposed project.

Parking Impacts

There are a small number of street parking spaces currently along Beverly Boulevard. The few available street parking spaces would likely not be available for use during project construction activities, resulting in temporary minor parking impacts along portions of Beverly Boulevard. Street parking spaces would be restored once project construction is completed. After construction, the Boulevard's 11-foot shoulder would be used as a traffic lane during peak hours (i.e., no parking on street during morning and afternoon peak traffic hours), which is consistent with existing parking operations along the boulevard. In addition, project right-of-way needs may impact a few surface parking lot locations along Beverly Boulevard; however, the number of affected parking lot spaces would be minimal (i.e., less than 15 spaces total along the entire project alignment) and would not represent a substantial adverse effect upon businesses, patrons, or employees. The City of Montebello and LACDPW staff will work with affected business owners to ensure that adequate surface parking facilities to serve their businesses are maintained during and after project construction.

Utilities and Emergency Services

No impacts to utilities or public services are anticipated as a result of the proposed project. Refer to Section 2.1.5 (Utilities/Public Services/Emergency Services) of this document for additional information related to this topic.

2.1.4.4 Avoidance, Minimization, and Compensation Measures

C & R-1 A specific non-residential Relocation Plan shall be prepared and implemented after a preferred project design alternative is adopted and prior to construction.

2.1.4.5 References

Department of Health and Human Services. Poverty guidelines. Website:

<http://aspe.hhs.gov/poverty/01poverty.htm>.

ERsys-Ethnicity Stats. Year 2000 for Montebello and Pico Rivera. Website: www.ersys.com.

Federal Register, Vol. 66, No. 33, February 16, 2001, pp. 10695-10697.

State of California, Department of Finance. *E-1 City/County Population Estimates, with Annual Percent Change, January 1, 2001 and 2002*. Sacramento, California. May 2002.

State of California, Department of Finance. *Race/Ethnic Population Estimates: Components of Change for California Counties, April 1990 to April 2000*. Sacramento, California. March 2003.

United States Census Bureau. 2000 Census data.

URS. 2003. Relocation Impact Report, Beverly Boulevard Phase III Widening, August 2003.

2.1.5 UTILITIES / PUBLIC SERVICES / EMERGENCY SERVICES

2.1.5.1 Regulatory Setting

Fire protection for the existing project area is provided by the City of Montebello Fire Department. Emergency access would be provided per the requirements of the Uniform Fire Code and applicable City fire regulations. Construction materials, including waste, would be handled in accordance with Uniform Fire Codes and applicable City fire regulations. Police protection for the existing project area is provided by the City of Montebello Police Department.

2.1.5.2 Affected Environment

The proposed project includes the widening of the existing Beverly Boulevard between Montebello Boulevard and the Rio Hondo Channel, as well as the replacement of the Beverly Boulevard bridge over the Rio Hondo Channel. During construction, a Traffic Management Plan would be implemented to ensure that all driveway and traffic access (at least one lane in each direction) along Beverly Boulevard and the bridge would be maintained. As such, public and emergency response services would not be impacted significantly. It is anticipated that improvements in traffic congestion after implementation of the proposed project would result in improvements to emergency response times. The project does not

include new public buildings or housing, and would not result in modifications to or the loss of existing school facilities.

The proposed project includes the modification of existing utility infrastructure, including the "undergrounding" of existing overhead electric lines, and modifications to existing sewers and storm water connections. Limited electrical service interruptions to the immediate project vicinity may result during construction. If service interruptions are necessary, they would be limited to a very short window of time (i.e., 2-3 hours) and ample notice would be given ahead of time to potentially affected residents and businesses in the affected service area. The existing medical facilities in the project area are equipped with emergency backup power sources, so no potential service interruptions would affect medical patients.

Beverly Hospital is located along Beverly Boulevard within the project limits; however, driveway access to the hospital will be maintained during project construction and no significant impacts to the hospital are anticipated.

The project poses no potential to result in increased population for the area, would not affect the quality or quantity of existing recreational opportunities, and would not create a substantial need for new parks or recreational facilities. Two urban parks are adjacent to the project area, Rea Park and Rio Hondo Park; however, these parks would not be directly affected by the projects right-of-way needs. Indirect impacts to the parks during project construction may include temporary, intermittent increases in noise levels during construction.

The Rio Hondo Spreading Basins are located along the eastern edge of the Rio Hondo Channel in the project vicinity. The purpose of the basins are to conserve water to replenish the groundwater capacity of the Central Los Angeles County Basin. The basins collect stormwater, local runoff, reclaimed water, and imported water from the Colorado River. The storage capacity of the basins is 3,694 acre/feet and the intake capacity is 1,950 cubic feet/second. No impacts to the Rio Hondo Spreading Basins are anticipated as a result of the proposed project.

2.1.5.3 Environmental Consequences

Fire

Fire protection for the existing project area is provided by the City of Montebello Fire Department. Emergency access would be provided per the requirements of the Uniform Fire Code and applicable City fire regulations. Construction materials, including waste, would be handled in accordance with Uniform Fire Codes and applicable City fire regulations. The project would not result in the need for new or altered facilities or services related to fire protection.

Police

Police protection for the existing project area is provided by the City of Montebello Police Department. The project would not affect the potential for crimes or accidents, nor would it require increased levels of police protection.

Schools

The project does not include housing and would not result in the modification to or loss of existing school facilities. As such, the project would not generate the need for new school facilities, nor would it create the need for physical modifications to existing school facilities.

Parks

The project poses no potential to result in increased population for the area, would not affect the quality or quantity of existing recreational opportunities, and would not create a substantial need for new parks or recreational facilities. Potential proximity effects to Rea Park and Rio Hondo Park (both adjacent to the Beverly Boulevard project area) would include temporary, intermittent increases in noise levels during construction, and are considered less than significant with applied mitigation (refer to Section 2.2.6 Noise and Vibration, for additional details). No right-of-way impacts or other long-term impacts to these parks are anticipated as a result of the project.

Hospitals

Beverly Hospital is located along Beverly Boulevard within the project limits, however, driveway access to the hospital will be maintained during project construction and no significant impacts to the hospital are anticipated. No impacts to other public facilities are anticipated as a result of the project.

Stormwater and Wastewater Facilities

The project would not generate new sources of water consumption or wastewater discharge. Due to the predominance of existing paved conditions along Beverly Boulevard, the project would not substantially increase the amount of impervious surfaces and the volume of surface runoff/wastewater production would not be significantly altered from existing conditions. The project would incorporate best management practices during construction along the roadway and over the Rio Hondo Channel to minimize potential impacts to water quality, and therefore, significant water quality impacts would not occur. Prior to construction, if required, a Section 401 Water Quality Certification permit would be acquired from the Los Angeles Regional Water Quality Control Board (RWQCB).

The project would not alter existing levels water consumption or wastewater production. As such, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Prior to construction, consultation with the Los Angeles County Flood Control District would occur to obtain approval of any alterations to existing storm water runoff facilities.

The project would not substantially alter existing drainage patterns, nor result in substantial increase in the rate or amount of surface runoff, as the existing project vicinity is covered predominantly with impermeable surfaces. The project would include new stormdrain improvements as part of the widened roadway. These improvements would include new catchbasins and tie-ins to existing lines. The potential temporary construction-related environmental effects related to these limited improvements would be less than significant. Prior to construction, consultation with the Los Angeles County Flood Control District would occur to obtain approval of any alterations to existing storm water runoff facilities.

Local water supplies are sufficient to serve construction needs. Project operation would not require the use of water. Should utility relocations be necessary during construction, interruptions in domestic water service to surrounding properties would be short-term and temporary. The project would not require new water entitlements.

The project would not generate new sources of wastewater. A determination by the wastewater treatment provider that serves the project area is not anticipated to be necessary for project approval. Should utility relocations be necessary during construction, interruptions in wastewater service to surrounding properties would be short-term and temporary.

Solid waste generated during project construction would be transported to Puente Hills Landfill or another appropriate solid waste facility with sufficient permitted capacity. After construction, the project would not generate solid waste.

2.1.5.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.1.6 TRAFFIC & TRANSPORTATION / PEDESTRIAN AND BICYCLE FACILITIES

2.1.6.1 Regulatory Setting

Beverly Boulevard is classified as a Major Road in the City of Montebello General Plan Circulation Element, and is a designated truck route in the City of Montebello. The traffic analysis prepared for this study was performed in accordance with City of Montebello requirements, the enhanced California Environmental Quality Act (CEQA) project review process. The traffic analysis methodology follows the Los Angeles County Congestion Management Program (CMP) traffic impact analysis requirements, although there are no designated CMP intersections in the project limits or affected by the project. Section 2.1.6.3 provides information about the methodology and applicable standards used to conduct the traffic analysis presented in this document.

2.1.6.2 Affected Environment

Within Montebello, Beverly Boulevard is a four-lane roadway and provides alternate east-west access between the SR-60 Freeway to the north and Whittier Boulevard to the south. Freeway access is provided via ramps at the I-605 Freeway in Pico Rivera to the east and the SR-60 interchange with Atlantic Boulevard to the west.

Beverly Boulevard is a regionally significant major arterial highway providing direct east-west access from east Los Angeles County and west Orange County to downtown Los Angeles. The highway serves as an alternate corridor to downtown Los Angeles to relieve the congestion on the San Bernadino/Pomona freeways. Beverly Boulevard serves as a major bus route through the cities of Whittier, Pico Rivera, Montebello, and Los Angeles for the Metropolitan Transit District (MTD) Transit Line.

The proposed project would complete the last planned construction phase of widening Beverly Boulevard from downtown Los Angeles to Whittier. This last segment of Beverly Boulevard to be widened (the

proposed project area) is currently a "bottleneck" that constrains traffic flow between the easterly and westerly segments of Beverly Boulevard that have already been widened. The limited traffic capacity along this segment of Beverly Boulevard is expected to worsen each year due to this bottleneck effect as traffic levels increase as a result of population and regional growth.

With future projected increases in traffic volumes, the efficiency of public transportation and the function of Beverly Boulevard as an alternative transportation corridor will be impacted significantly without the project. According to the most recent traffic counts conducted by the City of Montebello, the current Average Daily Traffic (ADT) along Beverly Boulevard in the project area is approximately 38,000 (City of Montebello 2003a).

The existing concrete and asphalt pavement along Beverly Boulevard within the project limits is generally in poor condition with longitudinal and transverse cracking. The proposed project would resurface the existing paved roadway travel lanes, providing better roadway conditions for motorists.

Existing Level of Service

Table 2.1.6-1 displays the roadway level of service (LOS) analysis results for Beverly Boulevard between Montebello Boulevard and eastern city limits under existing conditions. More detailed information regarding the methodology used for the traffic analysis completed for the project is documented in section 2.1.6.3 below.

**Table 2.1.6-1. Roadway Segment Level of Service Results
Existing Conditions**

Roadway	Segment	Directional Volume EB / WB	Directional V/C EB / WB	Directional LOS EB / WB
AM Peak Hour				
Beverly Boulevard	Montebello Boulevard to Bridge over Rio Hondo Channel	1,218 / 1,431	0.81 / 0.95	D / E
PM Peak Hour				
Beverly Boulevard	Montebello Boulevard to Bridge over Rio Hondo Channel	2,911 / 877	1.94 / 0.58	F / A

As shown in Table 2.1.6-1, the existing level of service performance of the study segment of Beverly Boulevard is summarized as below.

- ◆ During the AM peak hour, eastbound directional traffic currently operates at LOS D and the westbound directional traffic currently operates at LOS E.
- ◆ During the PM peak hour, eastbound directional traffic currently operates at LOS F and the westbound directional traffic currently operates at LOS A.

Project Implementation – Traffic/Circulation and Bike Path Considerations

During the Beverly Boulevard Bridge replacement construction activities, minor, temporary realignments (i.e., realign within a few feet of existing alignments) of the equestrian trail, bike path, and levee access roads under the bridge may be required to accommodate construction of the new piers. Access to Rea Drive, as well as the existing equestrian trail, bike path, and levee access roads under the bridge would be maintained during construction. These facilities would be restored in their original locations to similar or better than original condition after construction of the bridge is completed. Construction would require maintaining two traffic lanes open (one lane for each direction) on the bridge.

The proposed project scope includes the following additional features:

- ◆ The intersection of Beverly Boulevard and Rea Drive at the westerly approach roadway and existing traffic signals would be relocated and modified to improve traffic flow and safety.
- ◆ The driveway for the Rio Hondo Convalescent Hospital on the south side of Beverly Boulevard would be realigned to intersect Beverly Boulevard at Rea Drive. Left turn for the eastbound traffic on Beverly Boulevard to Rea Drive would be allowed. This would eliminate the need for the existing Rea Drive underpass.
- ◆ The Rea Drive underpass would be closed by the placement of sloped compacted fill.
- ◆ The existing access ramp (located on the south side of the bridge) providing access from Beverly Boulevard to the bike path (along the Rio Hondo Channel) may be modified and reconstructed in the same general location it exists today. This reconstruction of the access ramp would not affect or alter the actual bike path along the Rio Hondo Channel. Access to and along the bike path would be maintained during construction.
- ◆ A bus turnaround area would be constructed just north of the intersection of Beverly Boulevard and Rea Drive, along the east side of Rea Drive. Construction of the new intersection at Beverly Boulevard and Rea Drive, coupled with the closure of the existing Rea Drive underpass, would require the construction of the bus turnaround area to accommodate existing transit service routing. The new bus turnaround would be constructed on land currently owned by the City of Montebello, and would not require acquisition of any portion of the Grant Rea Memorial Park.

2.1.6.3 Environmental Consequences

Analysis Methodology

The traffic analysis prepared for this study was performed in accordance with City of Montebello requirements, the enhanced California Environmental Quality Act (CEQA) project review process, and the Los Angeles County Congestion Management Program (CMP) requirements.

Segment Level of Service (LOS) standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. For analysis purposes, the Los Angeles County Congestion Management Program (CMP) arterial segment volume to capacity methodology was used in evaluating arterial segment performance. It was assumed that a typical mid-block lane along the study segment of Beverly Boulevard would reasonably carry 750 vehicles per lane per hour under prevailing traffic

conditions. This assumption is consistent with a typical CMP link level analysis conducted in Los Angeles County.

Table 2.1.6-2 presents the range of Volume-to-Capacity (V/C) ratios and corresponding LOS standards utilized to analyze arterial roadways. For evaluation purposes, the threshold LOS goal is LOS “D”.

Table 2.1.6-2. Level of Service Descriptions

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersection are minimal.	0.00 – 0.60
B	Represents reasonably unimpeded operations at average travel speed. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61 – 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 – 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 – 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 – 1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occur with high delays and traffic queuing.	> 1.00

Year 2025 No Build Conditions

The future horizon year used for analysis is Year 2025 and, in consultation with City of Montebello staff, the annual traffic growth rate recommended for analysis purposes is assumed to be 0.79 percent per year. This growth rate projection reflects the anticipated ambient traffic growth occurring within the study area, as the surrounding land uses in the Cities of Montebello and Pico Rivera have been fully developed with limited space for new development. This section describes study roadway segment and LOS analysis results for Year 2025 No Build conditions.

Under Year 2025 No Build conditions, it was assumed that the existing roadway cross-section configurations would remain the same as existing conditions without widening. It is anticipated that ambient growth induced traffic increases would potentially warrant signalization at some currently unsignalized intersections. A combination of factors such as limited roadway capacity (2-lanes per direction), additional signalization of intersections and long-term traffic increases would cumulatively contribute to poor roadway performance.

Year 2025 No Build Level of Service Analysis

Similar to existing conditions, roadway LOS analysis under Year 2025 No Build conditions was conducted using the methodologies described above in Section 2.1.6.3. Traffic volume projections were developed in conjunction with City staff to determine Year 2025 No Build traffic base volume.

Table 2.1.6-3 displays the roadway LOS analysis results for Beverly Boulevard between Montebello Boulevard and eastern city limits under Year 2025 No Build conditions.

**Table 2.1.6-3. Roadway Segment Level of Service Results
Year 2025 No Build Conditions**

Roadway	Segment	Directional Volume EB / WB	Directional V/C EB / WB	Directional LOS EB / WB
AM Peak Hour				
Beverly Boulevard	Montebello Boulevard to Bridge over Rio Hondo Channel	1,455 / 1,709	0.97 / 1.14	E / F
PM Peak Hour				
Beverly Boulevard	Montebello Boulevard to Bridge over Rio Hondo Channel	3,476 / 1,047	2.32 / 0.70	F / B

As shown in Table 2.1.6-3, future year (2025) LOS along the study segment of Beverly Boulevard under No Build conditions is summarized below.

- ◆ During the AM peak hour, eastbound directional traffic would operate at LOS E and the westbound directional traffic would operate at LOS F.
- ◆ During the PM peak hour, eastbound directional traffic would operate at LOS F and the westbound directional traffic would operate at LOS B.

Year 2025 Build Conditions (With Widening)

Similar to the Year 2025 No Build Conditions, the Year 2025 Build Conditions with widening analysis is consistent with Beverly Boulevard Phase III Widening Project Study Report that was prepared and approved in June 24, 1999 by the City of Montebello. The Year 2025 Build conditions would be widened from 56 to 76 feet curb to curb width to provide four 11-foot through lanes, one 10-foot two-way left turn lane, and two 11-foot shoulders. During the AM and PM peak hour commute the shoulder lanes would serve as additional travel lanes to increase roadway capacity. This modification would effectively provide three (3) travel lanes in either direction. The analysis of Year 2025 Build Conditions is applicable to both Alternative 1 and Alternative 2 of the proposed project. The following discussion describes the study roadway segment and LOS analysis results for Year 2025 Build with widening conditions (i.e., implementation of either project design Alternative 1 or 2).

Under Year 2025 Build conditions, it is assumed that widening of Beverly Boulevard has been implemented according to the detailed work scopes outlined in the Beverly Boulevard Phase III Widening Project Study Report (PSR) and the most recent preliminary project design plans for Alternatives 1 and 2.

Year 2025 Build (With Widening) Level of Service Analysis

Consistent with the Existing and No Build analysis, the roadway LOS analysis under Year 2025 Build with widening conditions was conducted using the methodologies described above in Section 2.1.6.3. The Year 2025 Build analysis assumed that the additional peak hour lane capacity (3-lanes) is implemented on both eastbound and westbound directions. The traffic volume projections used in the analysis is Year 2025 No Build traffic base volume.

Table 2.1.6-4 displays the roadway LOS analysis results for Beverly Boulevard between Montebello Boulevard and eastern city limits under Year 2025 Build (With Widening) conditions.

**Table 2.1.6-4. Roadway Segment Level of Service Results
Year 2025 Build Conditions (With Widening)**

Roadway	Segment	Directional Volume EB / WB	Directional V/C EB / WB	Directional LOS EB / WB
AM Peak Hour				
Beverly Boulevard (Widened to 3-lanes)	Montebello Boulevard to Bridge over Rio Hondo Channel	1,455 / 1,709	0.65 / 0.76	B / C
PM Peak Hour				
Beverly Boulevard (Widened to 3-lanes)	Montebello Boulevard to Bridge over Rio Hondo Channel	3,476 / 1,047	1.54 / 0.47	F / A

As shown in Table 2.1.6-4, future year (2025) LOS along the study segment of Beverly Boulevard under Build (With Widening) conditions is summarized below.

- During the AM peak hour, the eastbound directional traffic performance would be improve to LOS B, versus LOS E under No Build conditions. The westbound directional traffic performance would improve to LOS C, versus LOS F under No Build conditions.

- During the PM peak hour, the eastbound directional traffic performance would remain at LOS F condition (the same level as No Build conditions), however, the Build (With Widening) conditions would result in a substantial reduction in volume to capacity (v/c) ratio of 0.78 in comparison to the No Build conditions. The westbound directional traffic performance would improve to LOS A, versus LOS B under No Build conditions.

Summary of Traffic LOS Analysis Findings

This section provides a summary of the LOS analysis results for each scenario analyzed (i.e., Existing Conditions, Year 2025 No Build, Year 2025 Build (With Widening)). The LOS analysis studied the segment of Beverly Boulevard between Montebello Boulevard to the Rio Hondo Channel bridge. Tables 2.1.6-5 and 2.1.6-6 provide a consolidated summary of the Beverly Boulevard segment LOS analysis for all scenarios.

Table 2.1.6-5. Summary of AM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios

	Capacity [1]	Lanes	AM Peak Hour					
			EB Volume	WB Volume	EB V/C	WB V/C	EB LOS	WB LOS
Existing Conditions	750	2	1,218	1,431	0.81	0.95	D	E
Year 2025 No Build	750	2	1,455	1,709	0.97	1.14	E	F
Year 2025 Build (With Widening)	750	3	1,455	1,709	0.65	0.76	B	C

[1] - LA County CMP Lane Capacity

Table 2.1.6-6. Summary of PM Peak Hour LOS Results - Existing and Future Build/No Build Scenarios

	Capacity [1]	Lanes	PM Peak Hour					
			EB Volume	WB Volume	EB V/C	WB V/C	EB LOS	WB LOS
Existing Conditions	750	2	2,911	877	1.94	0.58	F	A
Year 2025 No Build	750	2	3,476	1,047	2.32	0.70	F	B
Year 2025 Build (With Widening)	750	3	3,476	1,047	1.54	0.47	F	A

[1] - LA County CMP Lane Capacity

The following key points summarize the roadway LOS segment analyses:

1. Under Existing conditions: the study segment of Beverly Boulevard is currently operating at poor LOS E conditions in the westbound direction during the AM peak hour and poor LOS F conditions in the eastbound direction during the PM peak hour. These findings are consistent the existing directional traffic splits of high westbound traffic in the morning and high eastbound traffic in the afternoon. The lower demand eastbound direction during the AM peak hour is currently operating at LOS D, while the lower demand westbound direction during the PM peak hour which is currently operating at LOS A.
2. Under Year 2025 No Build conditions: it is apparent that future increases in traffic without any roadway capacity enhancement would result in the worsening of the poor existing conditions traffic performance. During the AM peak hour, eastbound directional traffic would operate at LOS E and the westbound directional traffic would operate at LOS F. During the PM peak hour, eastbound directional traffic would operate at LOS F and the westbound directional would operate at LOS B.

3. Under Year 2025 Build (With Widening) conditions: there is a marked improvement in roadway segment traffic performance with the addition of a third lane on both eastbound and westbound direction. During the AM peak hour, the eastbound direction would operate at LOS B and the westbound direction would operate at LOS C. The Year 2025 Build (With Widening) forecast for AM peak hour represents a substantial improvement over the Year 2025 No Build forecast of LOS D in the eastbound direction and LOS E in the westbound direction.
4. During the PM peak hour under Year 2025 Build (With Widening) conditions, the eastbound direction would operate at LOS F and the westbound direction would operate at LOS A. The Year 2025 Build (With Widening) eastbound directional traffic LOS F would be the same level as Year 2025 No Build conditions, however, the Build (With Widening) conditions would result in a substantial reduction in volume to capacity (v/c) ratio in comparison to the No Build conditions. The Year 2025 Build (With Widening) PM peak hour forecast of LOS A for the westbound direction represents a marked improvement over the Year 2025 No Build forecast of LOS B in the westbound direction.

Construction Impacts

Temporary traffic impacts during construction would result from partial traffic lane closures, construction worker commute trips, and the delivery of construction materials, supplies, and equipment. Although temporary additional traffic delays would occur during project construction, the implementation of the proposed project would increase the capacity of Beverly Boulevard and improve the existing traffic level of service in the project area after construction of the project. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction, and therefore, less than significant traffic impacts would occur.

The project design will be reviewed, at a minimum, by the Cities of Montebello and Pico Rivera, County of Los Angeles, and the Federal Highway Administration. The final project design will not substantially increase hazards nor introduce incompatible uses. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.

Emergency access routes would be maintained during project construction to ensure public safety (for example, access to Beverly Hospital). The project would not interfere with an adopted emergency response plan or emergency evacuation plan. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.

Operation Impacts

The implementation of the proposed project would increase the capacity of Beverly Boulevard and improve the existing traffic level of service in the project area. Additionally, the project would not affect air traffic patterns.

The project would provide needed roadway capacity along Beverly Boulevard and maintain existing transit service and non-motorized transportation amenities (e.g., bike path). The design of the widened roadway would be in accordance with adopted policies, plans, and programs supporting alternative transportation. The improved traffic flow along Beverly Boulevard after project construction would improve the headway times of the existing MTD bus service, thereby improving transit service in the project area.

Parking Impacts

There are a small number of street parking spaces currently along Beverly Boulevard. The few available street parking spaces would likely not be available for use during project construction activities, resulting in temporary minor parking impacts along portions of Beverly Boulevard. Street parking spaces would be restored once project construction is completed. After construction, the Boulevard's 11-foot shoulder would be used as a traffic lane during peak hours (i.e., no parking on street during morning and afternoon peak traffic hours), which is consistent with existing parking operations along the boulevard. In addition, project right-of-way needs may impact a few surface parking lot locations along Beverly Boulevard; however, the number of affected parking lot spaces would be minimal (i.e., less than 15 spaces total along the entire project alignment) and would not represent a substantial adverse effect.

Project Design and Implementation Considerations

As intended, the proposed project would widen the existing "bottleneck" segment of Beverly Boulevard from 56 to 76 feet curb to curb width to provide four 11-foot through lanes, one 10-foot two-way left turn lane, and two 11-foot shoulders. During the AM and PM peak hour commute the shoulder lanes could serve as additional travel lanes to increase roadway capacity. This modification would effectively provide three (3) travel lanes in either direction. Based on the evaluation Year 2025 Build with widening roadway segments, at a minimum, three travel lanes will be needed to sustain AM peak hour traffic demand for both eastbound and westbound direction. During the PM peak hour, the eastbound direction would at a minimum require three travel lanes and the westbound direction would still operate at acceptable level of service with two lanes, therefore the westbound shoulder lanes will still be available for on-street parking as needed.

In the interim, periodic monitoring of traffic volume is recommended to respond to increases in traffic demand and monitor use of parking facilities to determine their effectiveness in meeting demand. In addition, project right-of-way needs may impact a few surface parking lot locations along Beverly Boulevard; however, the number of affected parking lot spaces would be minimal and would not represent a substantial adverse effect.

2.1.6.4 Avoidance, Minimization, and Compensation Measures

None anticipated. As noted above, prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.

2.1.6.5 References

City of Montebello (Ho, Michael), 2003a. Beverly Boulevard (Segment between Montebello Boulevard and the Rio Hondo Channel), June 25, 2001, 24-Hour Directional Traffic Count.

City of Montebello (Ho, Michael), 2003b. Guidelines and Requirements for Traffic Impact Study (TIS) Reports, April 2003.

City of Montebello, 1999. Beverly Boulevard Widening – Phase III Project Study Report.

2.1.7 RECREATION

2.1.7.1 Regulatory Setting

According to the City of Montebello Land Use Map (City of Montebello 1973, as amended) and an on-site examination of the project area, the project area along Beverly Boulevard to the west of Rea Drive has no existing or planned recreational land uses. As such, the widening of Beverly Boulevard to the west of Rea Drive would have no direct or indirect effects upon open space resources or recreation activities.

To the east of Rea Drive, recreational land uses in the vicinity of the project alignment include Grant Rea Memorial Park (located immediately north of Beverly Boulevard and Rea Drive, along the west side of the Rio Hondo Channel, in the City of Montebello), Rio Hondo Park (located approximately 1/4 mile south of Beverly Boulevard, along the east side of the Rio Hondo Channel, in the City of Pico Rivera), and an equestrian trail and bike path (both of which run parallel to the west bank of the Rio Hondo Channel, in the City of Montebello). The Beverly Boulevard project area and nearby recreational parks are depicted on Figures 3A and 3B at the beginning of this document.

There are no additional planned recreational land uses in the project area.

2.1.7.2 Affected Environment

In the vicinity of the noted recreational parks and trails along the Rio Hondo Channel, the proposed project plans include the following features:

- Replacement of the Beverly Boulevard bridge.
- The intersection of Beverly Boulevard and Rea Drive at the westerly approach roadway would be redesigned and existing traffic signals would be relocated and modified to improve traffic flow and safety.
- The driveway for the Rio Hondo Convalescent Hospital on the south side of Beverly Boulevard would be realigned to intersect Beverly Boulevard at Rea Drive. Left turn for the eastbound traffic on Beverly Boulevard to Rea Drive would be allowed. This would eliminate the need for the existing Rea Drive underpass.
- The Rea Drive underpass would be closed by the placement of sloped compacted fill.
- The existing access ramp (located on the south side of the bridge) providing access from Beverly Boulevard to the bike path (along the Rio Hondo Channel) may be modified and reconstructed in

the same general location it exists today. This reconstruction of the access ramp would not affect or alter the actual bike path along the Rio Hondo Channel. Access to and along the bike path would be maintained during construction.

- A bus turnaround area would be constructed on an open parcel of land located just north of the intersection of Beverly Boulevard and Rea Drive (bounded by Rea Drive to the east, west and north). Construction of the new intersection at Beverly Boulevard and Rea Drive, coupled with the closure of the existing Rea Drive underpass, would require the construction of the bus turnaround area to accommodate existing transit service routing. The new bus turnaround would be constructed on land currently owned by the City of Montebello, and would not require acquisition of any portion of the adjacent Grant Rea Memorial Park.

Project construction would require maintaining two traffic lanes open (one lane for each direction) on the bridge. Access to Rea Drive, as well as the existing equestrian trail, bike path, and levee access roads under the bridge, would be maintained during construction. Temporary, minor realignment (i.e., realign a few feet from the existing location) of the existing equestrian trail and levee access road (used as a bicycle path) along the Rio Hondo Channel may be required during construction of the new bridge piers. The equestrian trail and bicycle path would be restored in their original locations to original or better condition when project construction activities are completed.

2.1.7.3 Environmental Consequences

There would be no direct effects to either Rio Hondo Park or Grant Rea Memorial Park as a result of the project, as the project would not utilize land within the boundaries of the parks. Minor direct effects to the equestrian trail and bike path would occur during project construction, due to the temporary, minor realignment (i.e., realign a few feet from the existing location) of these trails during construction of the new bridge piers. However, there would be no substantial adverse effects upon the equestrian trail or bike path, as access to and along the trails would be maintained during project construction, and the trails would be restored in their original locations to original or better condition when project construction activities are completed.

Indirect effects to Grant Rea Memorial Park may result from project construction-related traffic congestion. Construction activities associated with the proposed Beverly Boulevard bridge replacement and reconfiguration of the intersection of Beverly Boulevard and Rea Drive would be located along the street access route leading to the entrance and parking area for Grant Rea Memorial Park (located along Rea Drive, just north of Beverly Boulevard). Construction-related traffic congestion may lead to temporary, minor delays to motorists traveling to the park entrance and parking area. Pedestrian access to Grant Rea Memorial Park would be unaffected during and after project construction. Because the construction-related traffic congestion would be temporary and a Traffic Management Plan (TMP) would be in place during construction, it is not expected that the project would result in substantial adverse effects to motorist access to Grant Rea Memorial Park.

Indirect effects to Rio Hondo Park are not expected to result from project construction-related traffic congestion. The street access route leading to Rio Hondo Park is located a substantial distance away from

the project area, so it is unlikely that traffic congestion during construction would affect motorists traveling to Rio Hondo Park.

It is not anticipated that the project would generate increased use of Grant Rea Memorial Park, Rio Hondo Park, the equestrian trail, or the bike path that may accelerate deterioration of these recreational facilities. There would be no new access points created for the parks or trails, and no new park structures built. The project's proximity to the parks and recreational trails would not have substantial adverse effects upon recreational opportunities and would not cause the loss of any park land. The project design includes landscape enhancements that would further complement Grant Rea Memorial Park and reduce potential effects of the proximity of the road work to park areas. Improved local traffic conditions after project construction would improve access for motorists to/from the parks. In consideration of the above conditions, no substantial adverse effects to recreational resources would result from the proposed project.

Please refer to Section 5.2 in Chapter 5 of this document for additional discussion regarding potential project proximity impacts relating to access and noise in regards to the noted recreational parks and trails.

2.1.7.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.1.7.5 References

City of Montebello. Adopted June 26, 1973, as amended. City of Montebello General Plan Land Use Element: Land Use Map.

2.1.8 VISUAL / AESTHETICS

2.1.8.1 Regulatory Setting

The Beverly Boulevard project is a street and bridge widening project of an arterial designated as a "Major Road" in the City of Montebello General Plan. There are no identified scenic vistas near the project or the immediate vicinity. The project setting is a developed urban setting with no scenic resources such as rock outcroppings or historic buildings, and it is not within the proximity of a state scenic highway. The project objective is to maximize travel lanes within a 90-foot right of way in the existing built out environment.

2.1.8.2 Affected Environment

No scenic vista would be impacted by the project design. There are no scenic or significant historic buildings that would be damaged by the project. The project design plans provide for a striped median and at the Beverly Boulevard/Rea Drive intersection. As such, the project presents the opportunity for vertical accent landscaping to create a visual entry on the approach into the City of Montebello from Pico Rivera (traveling west across the Rio Hondo bridge). The bridge abutment area and Rea Drive intersection realignment creates the opportunity for additional landscaping within the scope of the project. These areas adjacent to the new roadway edges and bridge area would be landscaped to City of Montebello specifications to enhance the appearance of the project area.

There are no new sources of light or glare designed into the project that would adversely affect day or nighttime views in the area.

2.1.8.3 Environmental Consequences

Scenic Vistas and Highways

Based upon a reconnaissance of the project site, there appear to be no scenic vistas along the project alignment that would be impacted. The proposed project would maintain existing transportation corridor uses within the project area. Additionally, Beverly Boulevard is not a designated state scenic highway and there are no special scenic features designated in the area. No impacts to scenic vistas or scenic highways would occur.

Visual Character

The project comprises the widening of an existing road within an urban environment, and is not anticipated to degrade the existing quality or character of the site and its surroundings. Temporary aesthetic impacts may occur during construction; however, it is anticipated that the visual character and quality of the site and surroundings would be generally improved after construction of the project. The improved visual character after project implementation would result from a new roadway and bridge structure to replace deteriorated facilities, the under-grounding of existing Edison overhead power lines and poles, and the installation of landscaping treatments. The following mitigation measures are recommended to provide assurances to the public that unpaved areas remaining after project construction would be incorporated into a landscape plan:

Mitigation Measures:

- VA-1** The unpaved portions within the areas of the Rea Drive realignment, the bus turnaround area on Rea Drive, and the bridge abutment areas, shall be designed and installed with landscaping per the standards of the City of Montebello.
- VA-2** Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello.

Light and Glare

Streetlights installed as part of the project would be comparable to those currently in place. Project construction activities would typically occur during daylight hours so no nighttime glare from construction lighting is anticipated. After construction, light and glare in the project area would be similar to existing conditions.

2.1.8.4 Avoidance, Minimization, and Compensation Measures

The following mitigation measures are recommended to provide assurances to the public that unpaved areas remaining after project construction would be incorporated into a landscape plan:

- VA-1** The unpaved portions within the areas of the Rea Drive realignment, the bus turnaround area on Rea Drive, and the bridge abutment areas, shall be designed and installed with landscaping per the standards of the City of Montebello.
- VA-2** Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello.

2.1.8.5 References

City of Montebello. Adopted June 26, 1973, as amended. City of Montebello General Plan.

City of Pico Rivera. Adopted August 16, 1993, as amended. City of Pico Rivera General Plan.

2.1.9 CULTURAL RESOURCES / PALEONTOLOGICAL RESOURCES

2.1.9.1 Regulatory Setting

A Historic Property Survey Report (HPSR) [which includes an Archeological Survey Report (ASR) and an Historic Resource Evaluation Report (HRER)], was completed for the entire project area. The Final HPSR has been approved by Caltrans and is currently pending final approval by FHWA and SHPO. In accordance with confidentiality practices designed to protect potentially sensitive historical resources, the HPSR is not distributed for general public review. However, the findings of the HPSR are summarized within this section 2.1.9 of the IS/EA.

The HPSR was prepared for the proposed project to inventory and evaluate the potential for proposed improvements to Beverly Boulevard to affect cultural resources. Background research, Native American consultation, and archaeological and historic architectural surveys were conducted in an effort to identify any cultural resources potentially eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), or that would be determined historical resources for the purposes of the California Environmental Quality Act (CEQA). The HPSR document was prepared in compliance with applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory County on Historic Preservation (ACHP) as they pertain to federally funded undertakings and their potential impacts on historic properties (cultural resources eligible for inclusion on the NRHP). Because the Beverly Boulevard Bridge would be modified under the Federal Highway Bridge Replacement and Rehabilitation Program, this document was also prepared in compliance with National Environmental Policy Act (NEPA) regulations and Federal Highway Administration (FHWA) guidelines.

A total of 25 cultural resources were documented during the course of the archaeological and historic architectural surveys conducted for the project. All buildings and structures over 45 years old within the project area of potential effects (APE) for architectural resources (Architectural APE) were documented on California Department of Parks and Recreation (DPR) forms and evaluated for eligibility for inclusion on the NRHP and CRHR. The properties were also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. Twenty-two properties were determined to be of historic age (constructed in 1957 or before), including the Beverly Boulevard Bridge, the Rio Hondo Channel, and 20 buildings located along

Beverly Boulevard or on parcels adjacent to Beverly Boulevard. None of these properties appear to meet the eligibility criteria for listing in the NRHP or CRHR, nor would they be considered historical resources for the purposes of CEQA.

For the purposes of the field surveys and in compliance with regulatory guidelines, the APE for archaeological resources (Archaeological APE) was defined to comprise all areas with the potential for project-related ground disturbance. The APE for historic built environment resources (Architectural APE) was defined to encompass all areas included in the Archaeological APE, as well as all land parcels facing the proposed project right-of-way. The Area of Direct Impact (ADI) was defined to include only those areas where project earthmoving activities are planned.

Intensive pedestrian survey of the project APE for archaeological resources (Archaeological APE) identified three (3) previously unrecorded historic archaeological sites. These resources were recorded and assigned temporary field numbers of RH1, RH2 and RH3. One (1) historic artifact scatter (RH2) was recorded outside of the Archaeological APE and would not be affected by the project. Two (2) historic artifact scatters (RH1 and RH3) are located within the Archaeological APE and within or adjacent to the Project ADI. The presence of archaeological resources within a project APE typically requires an evaluation of the resource for eligibility on the National Register of Historic Places (NRHP). Caltrans guidance requires that a “Phase II (PII) Evaluation” be conducted to determine the eligibility of an historic archaeological site.

However, in the case of sites RH1 and RH3, the area appeared to be disturbed and it was suggested that the historic artifacts observed on the ground surface could represent a historic fill deposit imported from another location during one of several construction projects completed in the immediate vicinity. As stated in the latest Caltrans guidelines (Environmental Handbook, Volume 2: Cultural Resources, July 2001 Draft), an “*Extended Phase I (XPI) study is conducted to determine whether a site extends into the project’s APE, or if the site does extend into the APE, whether the portion within the APE is so disturbed that it would no longer have a potential to contribute to eligibility for the site as a whole (5-6).*” As such, URS conducted an XPI study to determine if a PII Evaluation would be necessary. The results of the XPI study indicated that site RH3 and the portion of site RH1 within the project ADI are so disturbed that they do not have the potential to contribute to eligibility (to the NRHP or CRHR) for the sites as a whole.

Definition of Significance. Under CEQA guidelines, impacts must be considered when a proposed undertaking has the potential to affect prehistoric or historical resources deemed to be important. As presented in the Regulations for the Nomination of Historical Resources to the *California Register of Historical Resources* (CRHR §4800.3) (CHPL 5024.1 (e)(2) and (4), an “important” historical resource must be significant at the local, state, or national level under one or more of the following criteria:

1. It has made a significant contribution to the broad pattern of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to California’s past, or to the nation;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history of California or the nation.

For purposes of this analysis, potentially significant impacts to historical, cultural, archaeological, and paleontological resources are defined as project impacts that would:

1. Cause a substantial adverse change in the significance of an historical resource that is listed in or determined by the State Historic Resources Commission to be eligible for listing in, the California Register of Historical Resources (CEQA, §21084.1).
2. Cause a substantial adverse change in the significance of an historical resource that has been included in a local register of historical resources of properties officially designated or recognized as historically significant by a local government pursuant to local ordinances or resolution (CHPL, 5020.1(k)), or is deemed significant pursuant to the criteria for listing of an historical resource in the California Register (CHPL, 5024.1(g), unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
3. Have a significant effect on an “important” prehistoric or historic archaeological resource, defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it meets any of the following criteria:
 - a. Is associated with an event or person of:
 - 1) Recognized important in California or American history, or
 - 2) Recognized scientific importance in prehistory;
 - b. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;
 - c. Has a special or particular quality, such as oldest, best example, largest, or last surviving example of its kind;
 - d. Is at least 50 years old and possesses substantial stratigraphic integrity; or
 - e. Involves important research questions that historical research has shown can be answered only with archaeological methods.
4. Have a significant effect on an “important” historical resource as defined by CRHR (§4800.3).

As noted above, impacts to identified cultural resources need to be considered only if the resource is an “important” resource or a “unique archaeological resource”, under the provisions of CEQA Sections 15064.5 and 15126.4.

2.1.9.2 Affected Environment

The additional right-of-way needed to accommodate the widening of Beverly Boulevard would require the modification or removal existing buildings, some of which are 45 years old or older (the criteria age at which a building must be evaluated as a potential historic resource). The project also includes replacement of the Beverly Boulevard bridge over the Rio Hondo Channel, which was constructed in 1952. As such, the bridge is over 45 years of age and was evaluated as a potential historic resource.

The proposed project may potentially affect historic or cultural resources due to ground disturbance and excavation during project construction and the expansion of the Beverly Boulevard right-of-way.

CHRIS Records Search. A California Historical Resources Information System (CHRIS) records search (# 2244) was conducted for the Project on February 18, 2003 by the South Central California Information Center (SCCIC), at California State University, Fullerton. The CHRIS records search included a review of all recorded archaeological sites, historic structures, and other known cultural resources within the Archaeological APE and a 0.25-mile radius around it, as well as a review of reports for all known cultural resources studies conducted within the 0.25-mile search radius. The following references were also reviewed: the California Points of Historical Interest (PHI), the California State Historical Landmarks (SHL), the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historical Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments. The CHRIS records search revealed no known cultural resources within the 0.25-mile radius search area, with the exception of one historic-aged (i.e. constructed 45 years or more before present [BP]) building listed on the HRI. This building is at a considerable distance removed from the project vicinity and would not be affected by the proposed project.

Archival Research. In addition to the CHRIS records search, additional archival research was conducted in support of the HRER. A search of Montebello city directories at the Montebello and Rosemead Public Libraries was completed to determine the historic occupants and use of the buildings inventoried in the HRER. City of Montebello building permit records at the Montebello City Hall were consulted to confirm dates of construction and modifications, as well as historic use of the buildings. Further research regarding historical context was conducted at the Montebello Public Library. Information on the Beverly Boulevard Bridge was obtained from the Norwalk office of Caltrans, and the U.S. Army Corps of Engineers, Los Angeles District, provided historical data regarding the Rio Hondo Channel. The Federal Emergency Management Agency (FEMA), Region IX, in Oakland, provided contextual information about flood control structures in the Los Angeles area.

Caltrans Statewide Bridge Inventory. The Caltrans Statewide Bridge Inventory (Historical Significance – Local Agency Bridges, 1 October 2001) lists Bridge No. 53C-0086 as ineligible for inclusion in the NRHP. Bridge No. 53C-0086 is the Beverly Boulevard Bridge over the Rio Hondo Channel, built in 1952. The SCCIC has no records for the Beverly Boulevard Bridge over the Rio Hondo Channel, nor was it revealed in the review of several different lists of historic cultural resources.

Native American Consultation. A records search of the Sacred Lands File maintained by the California Native American Heritage Commission (NAHC) was conducted on February 3, 2003. According to the NAHC, no sites within their Sacred Lands Files are located within the immediate Project area. Letters and maps were sent to the contacts listed by the NAHC on February 25, 2003, to inform the individuals and organizations about the project, to inquire if they knew of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the Archaeological APE, and to solicit comments, questions, or concerns with regard to the project. One response was received from Chairperson Susan Frank of the Gabrieleno Band of Mission Indians of California on March 14, 2003. Ms. Frank indicated that the Project would not have an impact on village or sacred sites associated with the Gabrieleno Band of Mission Indians.

Montebello Historical Society. Ms. Lindy Brown of the Montebello Historical Society was contacted via telephone on 19 February 2003. Ms. Brown did not provide any supplementary information regarding cultural resources within the Project APE.

Field Surveys

Field inventories were conducted for both archaeological and architectural resources in the project area. For the purposes of the field surveys and in compliance with regulatory guidelines, the APE for archaeological resources (Archaeological APE) was defined to comprise all areas with the potential for project-related ground disturbance. The APE for historic built environment resources (Architectural APE) was defined to encompass all areas included in the Archaeological APE, as well as all land parcels facing the proposed project right-of-way. The Area of Direct Impact (ADI) was defined to include only those areas where project earthmoving activities are planned.

Architectural Field Survey. Twenty-two properties within the Architectural APE were determined to be of historic age (constructed in 1957 or before), including the Beverly Boulevard Bridge, the Rio Hondo Channel, and 20 properties located along Beverly Boulevard or on parcels adjacent to Beverly Boulevard. The subject properties were formally evaluated for eligibility for inclusion on the NRHP and CRHR and do not appear to be eligible for inclusion on the NRHP or CRHR, nor are they considered historical resources for the purposes of CEQA. Thus, these ineligible properties are not considered to be historic properties under NHPA. Table 2.1.9-1 summarizes the properties with buildings and structures that were evaluated for NRHP and CRHR eligibility.

Table 2.1.9-1. Historic Aged Properties (Structures) Evaluated for NRHP and CRHR Eligibility

APN or Name	Location	City	Potentially Eligible?
6347-003-025	269 E. Beverly Blvd	Montebello	No
6346-003-024	401 W. Beverly Blvd	Montebello	No
6346-001-019	441 N. 6th Street	Montebello	No
6346-001-020	605 and 605A W. Beverly Blvd.	Montebello	No
6346-001-021	609 W. Beverly Blvd	Montebello	No
5269-016-043	616 W. Beverly Blvd	Montebello	No
5269-016-045	608 W. Beverly Blvd	Montebello	No
5269-012-029	108 W. Beverly Blvd	Montebello	No
5269-012-052	106 W. Beverly Blvd	Montebello	No
5269-012-027	100 W. Beverly Blvd	Montebello	No
5269-012-016 5269-012-017	102-104 E. Beverly Blvd	Montebello	No
5269-013-064	208-224 W. Beverly Blvd	Montebello	No
5278-027-031	224 E. Beverly Blvd	Montebello	No
5278-027-001	500 N. Forbes Street	Montebello	No
5278-027-002	453 Holger Drive	Montebello	No
5278-027-003	449 Holger Drive	Montebello	No
5278-027-004	445 Holger Drive	Montebello	No
5278-027-005	441 Holger Drive	Montebello	No
Beverly Blvd Bridge	East end of project area / Architectural APE at Rio Hondo Channel	Montebello and Pico Rivera	No
Rio Hondo Channel	East end of project area / Architectural APE at Beverly Blvd	Montebello and Pico Rivera	No

Archaeological Field Survey. All accessible portions of the Archaeological APE were subjected to intensive pedestrian survey for cultural resources on February 19, 2003. Approximately 95% of the survey area was developed, paved, or landscaped, thus obscuring the ground surface. Inaccessible areas, including the interior of existing buildings, the concrete-lined channel of the Rio Hondo, and the bridge itself, were not surveyed. The pedestrian survey of the project Archaeological APE identified three (3) previously unrecorded historic archaeological sites. These resources were recorded and assigned temporary field numbers of RH1, RH2 and RH3. All three sites are located in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel. Two of the sites (RH1 and RH3) are located within the project; however, site RH2 is located adjacent to but outside the APE and would not be affected by the project. The two historic artifact scatters (RH1 and RH3) located within the Archaeological APE are summarized in Table 2.1.9-2.

Table 2.1.9-2. Historic Artifact Scatters Located Within The Project Archaeological APE

Name	General Location	City
RH1	Western terminus of Beverly Blvd. Bridge over Rio Hondo Channel	Montebello
RH3	Eastern terminus of Beverly Blvd. Bridge over Rio Hondo Channel	Pico Rivera

Subsequent, in depth, Extended Phase I testing has revealed that sites RH1 and RH3 do not contain primary, intact deposits within the project Area of Direct Impact (ADI). A summary of findings at each site is provided below.

Site RH1. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, Extended Phase I (XPI) testing was performed to investigate subsurface areas of site RH1. The XPI testing revealed that site RH1 does not contain primary, intact deposits within the project Area of Direct Impact (ADI). Based upon the results of archaeological test excavation, the portions of site RH1 that lie within the ADI appear to be secondary fill deposits (possibly imported from another location during one of several construction projects completed in the immediate vicinity). The results of the XPI study indicate that the portion of site RH1 within the project ADI is so disturbed that it does not have the potential to contribute to eligibility (to the NRHP or CRHR) for the site as a whole. Although the entire site has not been formally evaluated for CRHR or NRHP eligibility, impacts to the portions of the site within the ADI do not require further consideration, as this portion of the site would not be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Site RH2. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. It was determined that site RH2 is located adjacent to but outside the project APE and will not be affected by the Project. It is expected that project construction ground disturbance activities would not encroach upon this site and no further investigation was performed.

Site RH3. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, XPI testing was performed to investigate subsurface areas of site RH3. The XPI testing did not detect evidence of any subsurface deposits at site RH3. Although this site has not been formally evaluated for CRHR or NRHP eligibility, testing results suggest that this site would not be considered potentially eligible for inclusion on either register, nor would it be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Unknown Resources. In addition to known cultural resources, it is important to note that unrecorded archaeological resources can exist beneath the ground surface at any location. Such unknown resources could potentially be impacted during the course of grading, excavation, or other ground disturbing construction activity.

2.1.9.3 Environmental Consequences

Historical Resources

The additional right-of-way needed to accommodate the widening of Beverly Boulevard would require the modification or removal existing buildings, some of which are 45 years old or older (the criteria age at which a building must be evaluated as a potential historic resource). The project also includes replacement of the Beverly Boulevard bridge over the Rio Hondo Channel, which was constructed in 1952. As such, the bridge is over 45 years of age and was evaluated as a potential historic resource.

Twenty-two properties within the Architectural APE were determined to be of historic age (constructed in 1957 or before), including the Beverly Boulevard Bridge, the Rio Hondo Channel, and 20 properties located along Beverly Boulevard or on parcels adjacent to Beverly Boulevard. The subject properties were formally evaluated for eligibility for inclusion on the NRHP and CRHR and do not appear to be eligible for inclusion on the NRHP or CRHR, nor are they considered historical resources for the purposes of CEQA. Thus, these ineligible properties are not considered to be historic properties under NHPA.

Archaeological Resources

The proposed project may potentially affect archaeological resources due to ground disturbance and excavation during project construction. The topography of the project site is relatively flat and deep ground excavation is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge.

URS conducted an archaeological survey of the project for archeological resources. Three historic archaeological sites were identified, recorded, and assigned temporary numbers in the field (RH1, RH2, and RH3). All three sites are located in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel. Two of the sites (RH1 and RH3) are located within the APE; however, site RH2 is located adjacent to but outside the APE and will not be affected by the Project. A summary of findings at each site is provided below.

Site RH1. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, Extended Phase I (XPI) testing was performed to investigate subsurface areas of site RHI. The XPI testing revealed that site RH1 does not contain primary, intact deposits within the project Area of Direct Impact (ADI). Based upon the results of archaeological test excavation, the portions of site RH1 that lie within the ADI appear to be secondary fill deposits (possibly imported from another location during one of several construction projects completed in the immediate vicinity). The results of the XPI study indicate that the portion of site RH1 within the project ADI is so disturbed that it does not have the potential to contribute to eligibility (to the NRHP or CRHR) for the site as a whole. Although the entire site has not been formally evaluated for CRHR or NRHP eligibility, impacts to the portions of the site within the ADI do not require further consideration,

as this portion of the site would not be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Site RH2. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. It was determined that site RH2 is located adjacent to but outside the project APE and will not be affected by the Project. It is expected that project construction ground disturbance activities would not encroach upon this site and no further investigation was performed.

Site RH3. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, XPI testing was performed to investigate subsurface areas of site RH3. The XPI testing did not detect evidence of any subsurface deposits at site RH3. Although this site has not been formally evaluated for CRHR or NRHP eligibility, testing results suggest that this site would not be considered potentially eligible for inclusion on either register, nor would it be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Unknown Resources. In addition to known cultural resources, it is important to note that unrecorded archaeological resources can exist beneath the ground surface at any location. Such unknown resources could potentially be impacted during the course of grading, excavation, or other ground disturbing construction activity.

Although the study findings indicate that none of the identified archaeological deposit sites would be considered a "significant" cultural resource, the potential exists for archaeological resources to occur within the project ADI.

Paleontological and Geologic Resources

There is no evidence of paleontological resources or unique geologic features in the project area. However, the proposed project may potentially affect unknown paleontological resources due to ground disturbance and excavation during project construction. The topography of the project site is relatively flat, so deep ground excavation is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge. There is no evidence that construction of the project would destroy a unique geologic feature.

Human Remains

There is no evidence that the project is located in an area likely to produce human remains. However, the project would involve ground disturbance and excavation during construction that has the potential to disturb unknown human remains.

2.1.9.4 Avoidance, Minimization, and Compensation Measures

Both site-specific and general mitigation measures will be implemented for the proposed project.

Site-Specific Mitigation:

As portions of site RH1 that lie outside the project ADI have not been subjected to testing, and as the site as a whole has not been formally evaluated for CRHR or NRHP eligibility, ground disturbance to the portions of site RH1 outside of the project ADI must be avoided during construction. Furthermore, areas adjacent to natural watercourses (in this case, the Rio Hondo Channel) are considered sensitive for prehistoric archaeological resources, and the potential exists for previously unknown cultural resources to be found during construction. The following site-specific mitigation measures would reduce potential project impacts to sites RH1, RH3, and the Rio Hondo Channel area to a less than significant level:

- C-1:** All earth-moving construction activity within 50 feet of the boundaries of sites RH1 and RH3 will be monitored by a professional archaeologist. This monitoring will be full-time (i.e., the archaeological monitor will be present whenever any earth-moving activity is conducted). Earth-moving activity includes: surface vegetation clearing, “grubbing,” grading, trenching, boring, auguring, excavation, and any other activity involving work which extends beneath the existing ground surface. The archaeological monitor will be provided with updated construction schedules, at least one week in advance, throughout the duration of the project. The archaeological monitor will have the authority to halt construction, if necessary, to investigate any potentially significant deposits unearthed during excavation in the vicinity of sites RH1 and RH3.
- C-2:** The portions of site RH1 that lie outside the project ADI will be demarcated as “Environmentally Sensitive Areas” (ESAs), in order to ensure their avoidance. High-visibility plastic construction fencing will be used to prohibit access to these areas. Signs denoting the areas as ESAs will be attached to the fencing. The ESAs will be defined prior to construction and depicted on all construction drawings and plans. All construction personnel will be instructed to avoid these areas, and to contact the archaeological monitor if any unanticipated work is required within the ESAs. Site RH3 will be protected as an ESA in the same manner.
- C-3** The archaeological monitor will conduct on-site cultural resources sensitivity training (crew education) to all workers performing ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel. Prior to the beginning of earth moving construction activities (including initial grading and vegetation removal), all construction personnel (including management) shall be informed of the cultural resource values involved and of the regulatory protections afforded those resources. The construction personnel shall also be informed of procedures relating to the discovery of unanticipated cultural resources (as outlined below). They shall be cautioned not to collect artifacts, and asked to inform a construction supervisor and the onsite archaeological monitor in the event that cultural remains are discovered during the course of construction. The onsite archaeological monitor shall administer supplemental briefings to all new construction personnel who may perform ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel, prior to their commencement of ground disturbance construction activities.

General Mitigation:

The potential exists for previously unknown cultural resources to be found during construction at any location. The County is sensitive to the archaeological issues associated with the project and intends to take precautions during earthmoving activities to reduce the likelihood of potential impacts to these

Chapter 2.1: Human Environment

resources to a less than significant level. The general mitigation measures outlined below are designed to address the identification and treatment of unanticipated archaeological and paleontological discoveries encountered during construction, and apply to the entire project area:

- C-4:** In the event archaeological resources are unearthed during excavation activities associated with the project, work shall be stopped immediately, and the discovery shall be evaluated by a qualified archaeologist, pursuant to the procedures set forth at CEQA Section 15064.5.
- C-5:** If human skeletal remains are found at the project site during earth moving activities such as grading or trenching, work shall be suspended and the Los Angeles County Coroner's Office shall be notified. Standard guidelines set by California law provides for the treatment of skeletal material of Native American origin (California Public Resources Code, Sections 5097.98 et seq.; Health and Safety Code, Section 7050.5 and others). Procedures to be employed in the treatment of human remains are found in "A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods," published by the California Native American Heritage Commission.
- C-6:** Paleontological resources have not been identified within the project APE; however, if fossilized shells, plants or bones are discovered during construction of the project, work shall be suspended in the immediate vicinity of the finds, and the potential significance of the resource shall be evaluated by a qualified specialist.

2.1.9.5 References

California Department of Transportation. 2001. Environmental Handbook, Volume 2: Cultural Resources (Draft). July.

California Department of Transportation. 2003. Division of Environmental Analysis, History and Architectural History, Historic Bridge Inventory website:
<http://www.dot.ca.gov/hq/env/cultural/history/index.htm>

City of Montebello. *History of Montebello*. From website:
<http://www.cityofmontebello.com/CITYINFO/HISTORY.HTM>.

City of Pico Rivera. 2003. *Our History*. From website:

<http://www.ci.pico-rivera.ca.us/cityinfo/history.html>.

Dillon, B. 1990. Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management (NOS-NCOS) Project, Los Angeles, California. Prepared for Dr. Janet Fahey, James M. Montgomery, Consulting Engineers, 250 N. Madison Ave., P.O. Box 7009, Pasadena, CA 91109-7009.

Environmental Data Resources, Inc.

2003a. Aerial Photography Print Service, Inquiry Number 950728-5, Photos dated 1928, 1953, and 1964; April 2.

2003b. Sanborn Map Report, Inquiry Number 0954380.1S; April 4.

Chapter 2.1: Human Environment

- Intermountain Antiquities Computer System (IMACS). 2001. Online Manual/ User's Guide. August update.
- McCawley, William, John Romani and Dana Slawson. The Los Angeles County Drainage Area Subsequent Environmental Impact Report. Greenwood and Associates, California.
- McKenna, Jeanette A. *Cultural Resources Investigations, Site Inventory, and Evaluations; The Cajon Pipeline Project Corridor, Los Angeles and San Bernardino Counties California*. McKenna, Et al.
- Moratto, M. 1984. *California Archaeology*. Florida: Academic Press.
- Peak, A. Shovel Testing at Two Sites: CA-LAN-1698 and CA-LAN-1018, Los Angeles County, California. Prepared for American Telephone & Telegraph Company, Pleasanton, California. Report (LA-2445) on file at South Central Coastal Information Center at California State University, Fullerton. Fullerton, CA.
- Schiesl, Lindsey, David, and Martin. *Whittier Narrows Flood Control Basin Historical Resources Survey*. California State University, Los Angeles Department of History.
- Starzak, Richard. 2002. State of California Department of Parks and Recreation (DPR) Form 523, *Portion of the Rio Hondo Flood Control Channel and Flood Control System, Rosemead, California*. Myra L. Frank and Associates, Los Angeles.
- Stickel, Gary. 1994(a). *Draft Report: A Cultural Resources Literature Search for the Rio Hondo Water Reclamation Program*. Environmental Research Archaeologists.
- Stickel, Gary. 1994(b). *An Archaeological and Paleontological Resources Survey of the Los Angeles River, Rio Hondo River, and the Whittier Narrows Flood Control Basin, Los Angeles, California*. Environmental Research Archaeologists.
- United States Army Corps of Engineers. 1975. *Operation and Maintenance Manual*. Los Angeles County Drainage Project, U.S. Army Corps of Engineers, Los Angeles District. December 1975.
- Wesson, Alex. 2003. *Beverly Boulevard Phase III Widening Project Montebello, California, DRAFT Positive Archaeological Survey Report (ASR)*. Prepared for the County of Los Angeles Department of Public Works. URS Corporation, Santa Ana.
- Woodward-Clyde Consultants. 1994. *Los Angeles County Drainage Area Project*. Woodward-Clyde Consultants, California.

2.2 PHYSICAL ENVIRONMENT

The environmental resource areas listed below are discussed in Section 2.2 Physical Environment, of this document.

- 2.2.1 Hydrology and Floodplains
- 2.2.2 Water Quality and Storm Water Run-Off
- 2.2.3 Geology / Soils / Seismic / Topography
- 2.2.4 Hazardous Waste & Materials / Hazards
- 2.2.5 Air Quality
- 2.2.6 Noise and Vibration
- 2.2.7 Energy

Both project design Alternatives 1 and 2 would result in the exact same environmental consequences. As such, the discussion regarding *Affected Environment* and *Environmental Consequences* presented for each resource area applies to both project design Alternatives 1 and 2.

2.2.1 HYDROLOGY AND FLOODPLAINS

2.2.1.1 Regulatory Setting

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- ◆ Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- ◆ U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of standard best management practices (BMPs) during construction would ensure that no significant hydrology or floodplain impacts would occur as a result of the project.

2.2.1.2 Affected Environment

The existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would not substantially increase the amount of impervious surfaces, would not substantially alter existing drainage patterns, would not result in substantial additional erosion or siltation, and would not result in a substantial increase in the rate or amount of surface runoff. Site erosion and siltation control measures would be incorporated into the project design to prevent runoff from entering offsite areas during construction.

According to FEMA Q3 Flood Data, the project area, including the portion of the Rio Hondo Channel at the location of the Beverly Boulevard bridge crossing, is not located within a 100-year flood hazard area. However, a 100-year flood hazard area occurs along the Rio Hondo Channel approximately 1/2 mile north of the Beverly Boulevard bridge crossing. The proposed project would not significantly increase the potential risk for flooding in the project area because it would not alter the existing drainage capacity or system. The proposed new Beverly Boulevard bridge over the Rio Hondo Channel has been designed so that no alteration of the existing course of the concrete-lined channel would be required. The support structures of the proposed new bridge have been designed to ensure that no significant alteration of flow rates or carrying capacity within the Rio Hondo Channel would occur.

The Rio Hondo Spreading Basins are located along the eastern edge of the Rio Hondo Channel in the project vicinity. The purpose of the basins are to conserve water to replenish the groundwater capacity of the Central Los Angeles County Basin. The basins collect stormwater, local runoff, reclaimed water, and imported water from the Colorado River. The storage capacity of the basins is 3,694 acre/feet and the intake capacity is 1,950 cubic feet/second. No impacts to the Rio Hondo Spreading Basins are anticipated as a result of the proposed project.

2.2.1.3 Environmental Consequences

See section 2.2.2.3 for a discussion of hydrology and floodplain impacts.

2.2.2 WATER QUALITY AND STORM WATER RUN-OFF

2.2.2.1 Regulatory Setting

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- ◆ Los Angeles Regional Watery Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- ◆ U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of standard best management practices (BMPs) during construction would ensure that no significant water quality or storm water runoff impacts would occur as a result of the project.

2.2.2.2 Affected Environment

The project would include new stormdrain improvements as part of the widened roadway. These improvements would include new catchbasins and tie-ins to existing lines. The project would not substantially increase sources of polluted runoff.

The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to minimize potential impacts to water quality and to prevent potential impacts from storm water runoff.

2.2.2.3 Environmental Consequences

Water Quality and Waste Discharge

Due to the predominance of existing paved surfaces along the Beverly Boulevard, the proposed project would not substantially increase the amount of impervious surfaces. The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to minimize potential impacts to water quality.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- ◆ Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (only if dewatering and/or water discharges are required during construction in the Rio Hondo Channel, which is not anticipated at this time); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- ◆ U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of BMPs during construction would ensure that no significant water quality, water discharge, erosion or siltation impacts would occur as a result of the project.

Groundwater

The proposed project would not directly or indirectly deplete groundwater supplies or recharge. The soils investigation report prepared by the County of Los Angeles Department of Public Works for the proposed widening of the Beverly Boulevard Bridge indicates that groundwater at the project site lies at an approximate elevation of approximately 159 feet. It is anticipated that new bridge piles will be driven into the ground at a maximum depth of approximately 70 feet. Thus, no direct impacts or dewatering of groundwater is anticipated as a result of construction activities.

The existing project site is covered predominantly with impermeable materials. As such, the proposed project would not substantially alter the amount of impervious surfaces in a manner that would affect ground water recharge. The project would not alter the storage function of the Rio Hondo Spreading Basins, located along the Rio Hondo Channel in the project area. No sole-source aquifers or wellhead protection areas were identified within the project vicinity.

Drainage

The proposed project would not substantially alter existing drainage patterns, nor result in substantial erosion or siltation, as the existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would not substantially alter the amount of impervious surfaces. The design of the new bridge over Rio Hondo Channel would not alter the existing course of the concrete-lined channel. The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to minimize potential impacts to water quality resulting from site erosion and siltation. The BMPs would incorporate control measures to prevent runoff from entering offsite areas during construction.

The proposed project would not substantially alter existing drainage patterns, nor result in substantial increase in the rate or amount of surface runoff, as the existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would not substantially alter the amount of impervious surfaces in a manner that would increase surface runoff or induce flooding on- or off-site. The proposed new Beverly Boulevard bridge over the Rio Hondo Channel has been designed so that no alteration of the existing course of the concrete-lined channel would be required. The support structures of the proposed new bridge have been designed to ensure that no significant alteration of flow rates or carrying capacity within the Rio Hondo Channel would occur. Also, the project would include new stormdrain improvements as part of the widened roadway. These improvements would include new catchbasins and tie-ins to existing lines. The project would not substantially increase sources of polluted runoff.

Floodzones

According to FEMA Q3 Flood Data, the portion of the Rio Hondo Channel at the location of the Beverly Boulevard bridge crossing is not within a 100-year flood hazard area. No housing is proposed as part of the project.

According to FEMA Q3 Flood Data, the portion of the Rio Hondo Channel at the location of the Beverly Boulevard bridge crossing is not within a 100-year flood hazard area. However, a 100-year flood hazard area occurs along the Rio Hondo Channel approximately 1/2 mile north of the Beverly Boulevard bridge crossing. The proposed new Beverly Boulevard bridge over the Rio Hondo Channel has been designed so that no alteration of the existing course of the concrete-lined channel would be required. The support structures of the proposed new bridge have been designed to ensure that no significant alteration of flow rates or carrying capacity within the Rio Hondo Channel would occur.

The proposed project would not significantly increase the potential risk for flooding in the project area because it would not alter the existing drainage capacity or system. No new buildings to be occupied by people would be constructed as part of the project, and the project area is not within a flood hazard zone that would be impacted as a result of a failed levee or dam.

Seiche or Tsunami

There is no risk of seiche or tsunami in the project area. The proposed project would not significantly increase the potential risk to people or structures of inundation by mudflow, as no new buildings to be occupied by people would be constructed as part of the project.

2.2.2.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.2.2.5 References

Federal Emergency Management Agency (FEMA). 2003. Q3 Flood Data Map.

2.2.3 GEOLOGY / SOILS / SEISMIC / TOPOGRAPHY

2.2.3.1 Regulatory Setting

There are four seismic/geologic zones in the City of Montebello, classified by variations in subsurface characteristics. The zones include:

- ◆ Thick alluvium underlain by sedimentary rocks;
- ◆ Thick alluvium including the Gaspar aquifer;
- ◆ Thin alluvium underlain by sedimentary rock; and
- ◆ Pico Formation of San Pedro formation rocks exposed at the surface.

The bulk of the project area in the City of Montebello is underlain with the alluvial deposits. The alluvium over the Gaspar aquifer exposes the City of Montebello areas to liquefaction potential along the Rio Hondo Channel, under a portion of the project site.

Exploratory soil borings taken in the vicinity of the Rio Hondo Channel (the site of the proposed bridge replacement) reflect samples of a medium dense to very dense material. The on-site soils at the proposed bridge replacement location consist primarily of clean silt and sand with some gravel and cobbles. Groundwater was encountered during the sample borings at 156 and 161 feet. The samples contained less than 2,000 parts per million soluble sulfates, indicating that no special precautions for corrosion are necessary. There was isolated sand clay layers encountered in some borings, however, there is no expansive clay type soils in the bridge replacement project area.

On-site soils within one mile of the Whittier Fault Zone may subject the site to prolonged shaking. Therefore, liquefaction is possible at depths of 167 to 177 feet in the footprint of the proposed bridge replacement. However, bridge piles have been appropriately designed per soil engineering standards in the project plans so that liquefaction risk is minimal to the project.

The greatest cause of damage from a geologic perspective within the project area is associated with ground shaking from an earthquake. A major earthquake on the Newport-Inglewood, Sierra Madre, or the Whittier Faults poses the primary seismic risk. A great earthquake of nearly 8.0 magnitude on the more distant San Andreas Fault would also result in strong ground shaking at the project site.

Ground failure is another potential seismic hazard present within the City of Montebello. However, the ground failure hazards resulting from differential settling, liquefaction, natural landslides, and subsidence are considered limited in the City. Ground displacement (the rupturing of ground along a fault) is not considered a major hazard because there are no known active faults present within the City limits.

2.2.3.2 Affected Environment

The topography of the project site along Beverly Boulevard is relatively flat, with the Montebello hills north of the project area. Deep ground excavation is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the channel in order to remove and replace the support structures (piles) for the bridge. The alluvial soil types in the project area generally support development and public infrastructure without special engineering.

A perfectly risk-free seismic environment does not exist in Southern California. True seismic risk is not quantifiable. However, the general geology of the project area, the specific geologic characteristics of the project site, and the structural design of the project site are not considered especially high-risk with respect to seismic hazards. Pre-1933 structures may be considered at a higher level of risk due to the age and construction techniques used at construction. Overall, the project does not pose an extraordinary risk with respect to seismic or soils hazards.

2.2.3.3 Environmental Consequences

Seismicity

The project is located within an earthquake-prone region; however, there are no known active faults present within the limits of the City of Montebello. The primary seismic hazard affecting the project is the Whittier Fault Zone located approximately one mile west of the project limits. However, impacts to people or structures resulting from project implementation would be considered less than significant, due primarily to the fact that no housing or commercial building structures are proposed as part of the project.

The proposed widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. It is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake event.

The project is located within an earthquake-prone region; however, there are no known active faults present within the limits of the City of Montebello. A major earthquake on the Newport-Inglewood, Sierra Madre, or the Whittier Faults poses seismic risk in the project area. A great earthquake of nearly 8.0 magnitude on the more distant San Andreas Fault would also result in strong ground shaking at the project site. The project would be designed and constructed in accordance with modern standards and specifications for seismic safety. It is anticipated that, although the new, widened bridge structure could potentially accommodate more vehicles and people at one time, the new bridge structure itself would be an improved design with respect to seismic safety than the existing bridge structure. The project involves modification of existing transportation facilities and does not include new buildings that would be

Chapter 2.2: Physical Environment

occupied by people. As such, no new or additional exposure (beyond existing conditions) of people to seismic hazards would result from the project.

According to the State of California Seismic Hazard Zones El Monte Quadrangle Official Map (released 3/25/99), the project area to the east of Rea Drive (which includes the proposed new bridge over Rio Hondo Channel and the limits of the bridge work on the east of the channel) lies within an area that has the potential for liquefaction to occur. The County of Los Angeles Department of Public Works conducted a soils investigation in the immediate vicinity of the proposed Beverly Boulevard bridge replacement. The soils analysis and report concluded that the potential for liquefaction is high between elevations 167 and 177 feet above mean sea level in the vicinity of Piers 2 and 3 of the bridge. The soils report provided recommendations for deeper embedment of Piers 2 and 3 in the bridge design compensate for additional down-drag forces due to liquefaction. The soils report concluded that the proposed bridge replacement is feasible from a geotechnical standpoint.

The widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. The bridge piles (support structures) have been appropriately designed per soil engineering standards in the project plans so that liquefaction risk is minimal to the project. It is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake event.

Landslides

The topography of the immediate project vicinity is relatively flat and paved. According to the State of California Seismic Hazard Zones El Monte Quadrangle Official Map (released 3/25/99), there are hillsides with landslide potential areas located approximately one mile north of the project area. The potential for landslides from these hills impacting the project area is considered less than significant due to their remote distance and the prevalence of physical barriers between the hillsides and the project area.

Erosion

The majority of the proposed project area is paved or covered over with impermeable material, including asphalt paving and concrete sidewalks. The proposed project includes the widening of a paved street into existing paved sidewalk and building areas. As such, the proposed project (after construction) would not result in exposed topsoil that could be subject to erosion.

The topography of the project site is relatively flat, so deep ground excavation during construction is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the channel in order to remove and replace the support structures (piles) for the bridge. However, it is expected that the majority of excavated soil would be replaced and paved over at the site after the piles and new paved surfaces are installed. As such, construction and operation of the proposed project will not result in substantial soil erosion or loss of topsoil.

Unstable Geologic Conditions

There is minimal risk of impacts from unstable geologic conditions along the portion of Beverly Boulevard to be widened between Montebello Boulevard and Rea Drive. The ground failure hazards resulting from differential settling, liquefaction, natural landslides, and subsidence are considered limited in the City of Montebello. Ground displacement (the rupturing of ground along a fault) is not considered a major hazard because there are no known active faults present within the limits of the City of Montebello. The project itself would not cause any existing geologic unit or soil to become unstable.

The bridge replacement portion of the project is located within a liquefaction potential zone. However, the widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. The proposed new bridge design incorporates pile (support) structures specifically suited for the liquefaction-potential soil within which they would be located. As such, it is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake or liquefaction hazard event.

Expansive Soils

The soil investigation report completed by the County of Los Angeles Department of Public Works concluded that the subsurface soils in the vicinity of the Beverly Boulevard bridge over Rio Hondo Channel "consist predominantly of silt and clean sands with some gravel and cobbles, in a medium dense to very dense condition." As such, the bridge is not located on expansive soils. The specific soil types along the alignment of the remainder of the Beverly Boulevard project area are non-expansive alluvium. The roadway-widening project itself would not create substantial risks to life and property.

The proposed project does not involve the use of septic tanks or alternative wastewater disposal systems.

Mineral Resources

Deep ground excavation during construction is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge. However, it is expected that the majority of excavated soil would be replaced and paved over at the site after the piles and new paved surfaces are installed. There is no evidence of known mineral resources within the project area. As such, the project would not result in the loss of a known mineral resource.

2.2.3.4 Avoidance, Minimization, and Compensation Measures

None anticipated.

2.2.3.5 References

City of Montebello. City of Montebello Engineering Geologic Map.

City of Montebello. City of Montebello General Plan Safety Element.

City of Montebello. City of Montebello General Plan Seismic Safety Element.

Chapter 2.2: Physical Environment

EDR: The Source for Environmental Risk Management Data. March 2003. NEPA Check Report.

Los Angeles County Department of Public Works. 1999. Soils Investigation Report for the Replacement of Beverly Boulevard Bridge Over the Rio Hondo Channel.

State of California. March 25, 1999. Seismic Hazard Zones El Monte Quadrangle Official Map.

2.2.4 HAZARDOUS WASTE & MATERIALS / HAZARDS

2.2.4.1 Regulatory Setting

A Hazardous Materials Survey Report of properties along Beverly Boulevard, between Montebello Boulevard and Rea Drive in the City of Montebello, was conducted to evaluate the environmental conditions of the area (URS 2003). The entire Hazardous Materials Survey report is available as a separate technical document. A summary of the environmental setting and findings of the report is provided below.

Based upon observations made during the site reconnaissance, review of the environmental regulatory database, aerial photographs, historical city directories, and information provided by the Los Angeles County Department of Public Works regarding properties that may be acquired, twelve properties were reviewed as part of the Hazardous Materials Survey. These properties are identified in Table 2.2.4-1.

Table 2.2.4-1. Properties Selected For Hazardous Materials Survey

Address	Current Occupant	Reason Selected
105 West Beverly Boulevard	Los Angeles Regional Surgical Center	Underground storage tank site
106 West Beverly Boulevard	Sign Agent (signs & graphics)	Potential acquisition for project right of way
208-224 West Beverly Boulevard	208-Marufuku Noodle House 210-The Hair Concern 214-Frumento's Italian Market 220-Medical Uniforms 222-224-Medical Supply	Potential acquisition for project right of way
509 West Beverly Boulevard	Louis Cimarusti Realty	Potential acquisition for project right of way
712 West Beverly Boulevard	Razed gasoline service station	Identified on regulatory database
116 East Beverly Boulevard	Wild Coyote Steakhouse	Former service station site
117 East Beverly Boulevard	Beverly Medical Plaza	Former service station site
200 East Beverly Boulevard	Office Building	Former service station site
201 East Beverly Boulevard	Strip mall-food and service businesses	Former service station site
220 East Beverly Boulevard	Beverly Car Wash	Oil/water clarifier onsite
228 East Beverly Boulevard	Unique Floral	Potential acquisition for project right of way
269 East Beverly Boulevard	Pio's Liquor	Potential acquisition for project right of way

2.2.4.2 Affected Environment

In general, it appears that the project area had been occupied by mixed undeveloped and agricultural land from the 1920s to sometime before 1950. The potential may exist for the presence of pesticide or herbicide residues in the soil at portions of the site north and south of Beverly Boulevard. However, these

Chapter 2.2: Physical Environment

substances do not appear to warrant further investigation at this time because site development has probably affected the distribution of such residues and potential exposure is reduced by the presence of buildings and pavement at the most of the portions of the site that had been agriculturally developed. With regard to the portions of the site slated for acquisition and demolition, agricultural development was present at 208-224, 509, and 712 West Beverly Boulevard. While it is likely residues of agricultural chemicals are minimal, there is a possibility of encountering such residues in the soils beneath the surfaces of those properties during demolition/construction.

The project area is at the southern end of an oil well field. No oil well related equipment was observed to be located within Beverly Boulevard or on the properties slated for acquisition. An oil well and associated tanks were located southeast of the intersection of Beverly and Montebello Boulevards from sometime between 1928 and 1949 to before 1976. That well was completed and abandoned and a building is currently constructed on that site. Other wells were located at least a few hundred feet away from Beverly Boulevard. According to the State Fire Marshal's office, there are no oil pipelines in the area of the subject property. Because the project site is located within a well field, it is possible that oily residues or remnant pipelines or equipment may be present.

The L.A. Regional Surgical Center at 105 West Beverly Boulevard operates an underground storage tank (UST). The tank is located approximately 150 feet south of Beverly Boulevard. The site is listed on the regulatory database search as a permitted UST site. Based on the distance of the UST from the project, it is unlikely the presence of the UST will impact the street widening activities.

Gasoline service stations have occupied at least two of the four corners of the intersection of Beverly Boulevard and Poplar Avenue from 1949 to the 1980s and the northeast corner of the intersection of Beverly and Montebello Boulevards from 1962 to recent time. The addresses of the former stations were 116, 117, 200, 201, East Beverly Boulevard and 712 West Beverly Boulevard. However, all but one located at 712 Beverly Boulevard have been redeveloped and paved over. Three unlabeled 55-gallon drums of unknown contents were observed at the unpaved site during the area reconnaissance. The contents of these drums, if any, should be characterized and removed from the site by a licensed hauler. The former owner or Shell Oil would be responsible for this activity. Based upon the developed status of most of the former service station sites and the regulatory status of the former station at 712 West Beverly Boulevard, further investigation into those properties does not appear warranted at this time. However, should stained or odorous soils be encountered during project activities, a subsurface investigation should be undertaken.

A "repair shop" was located at 218 East Beverly Boulevard and an auto repair shop was located at the rear of 100 West Beverly Boulevard in the 1950s. A print shop has been located at 108 West Beverly Boulevard since at least 1950. No suspect areas of potential contamination were observed at those areas during the site reconnaissance. However, 106 West Beverly Boulevard, is intended for acquisition and demolition. It is possible that subsurface contamination from these two business types may have migrated below the building to be demolished. A subsurface investigation should be conducted to determine whether or not contamination is present.

Chapter 2.2: Physical Environment

A tool works operated at 220 East Beverly Boulevard from at least 1950 until the Beverly Car Wash occupied that site in the 1960s. Based on the scope of work for the project, the position of the car wash structure, and the historic position of the small building which previously occupied the site, the presence of the car wash and the former presence of the tool works does not appear to represent a recognized environmental condition for the project.

Unique Floral has occupied the section of the property located at 228 East Beverly Boulevard since at least 1950. There is a potential for asbestos and lead-based paint to exist at that site given the age of the structure, and the owner/operator should be questioned about the use of pesticides to determine whether that would represent a recognized environmental condition at the site.

A manufacturing company (details not available), then a metal polishing facility operated at 269 East Beverly Boulevard (currently Pio's Liquors) in the 1950s. There is a possibility that contaminants may be present in the soils beneath the site as those businesses operated in the 1950s. A subsurface investigation is recommended at this portion of the subject property.

The remainder of the Beverly Boulevard Corridor has been mostly commercially developed since at least the 1950s. Beverly Boulevard itself has been in its present location since at least 1925. No further investigation into those areas appears warranted.

It is possible the structures on the subject properties were built utilizing asbestos-containing materials (ACM), due to their dates of construction (approximately 1958-1979), with the exception of 200 East Beverly Boulevard, which was constructed in 1994. Five of the buildings included in this survey (106, 208-224, and 509 West Beverly Boulevard and 228 and 269 East Beverly Boulevard) are slated for demolition. Further, certain features, such as storefronts and walls, may be required to be demolished for the project. By law, all friable and non-friable ACM that will become friable must be removed from buildings before demolition or renovation, since these actions will impact the material. Therefore, prior to any renovation or demolition activities, an asbestos survey should be conducted by a certified asbestos consultant. Any asbestos-containing materials must be removed by a state-licensed abatement contractor prior to the demolition of these structures.

Based upon the age of all but one of the subject buildings (up to 1979), it is possible that lead-based paint was used. In 1978, the federal government banned the use of lead-based paint in residential applications; however, usage in general industry continued at a decreased rate to the present. Lead-based paint presents a hazard through inhalation or ingestion of paint chips or vapor fumes. The greatest cumulative health threat is to young children, and for this reason the Department of Housing and Urban Development (HUD) has promulgated lead standards and survey requirements for buildings affected by HUD funding. This HUD regulation represents the only federal requirement for lead-based paint hazard management applicable to privately owned structures. The structure at 200 East Beverly Boulevard was constructed in 1994 and it is therefore unlikely that the painted surfaces contain lead-based paint. A lead survey should be conducted on those structures and features scheduled for demolition or renovation. Any lead-contaminated surfaces should be treated with care during demolition or renovation so that dust and fumes will not be of concern to workers or children in the area.

Chapter 2.2: Physical Environment

Several facilities along the subject property were listed on various agency-generated databases. Some of the former gasoline service stations were listed as Leaking Underground Storage Tank sites; however, all but one of the cases were listed as soil contamination only and the cases are closed, indicating that the agencies are satisfied with the cleanup. The one case that presented a release to groundwater (a former Chevron station at 200 East Beverly Boulevard) is also closed. Based on a review of files maintained by the California Regional Water Quality Control Board, Los Angeles Region, groundwater contamination was either not detected or did not exceed action levels for petroleum hydrocarbons. As mentioned, the case is closed and no further action appears warranted.

Other than the leaking tank sites, the database report indicates the subject property is not listed on the environmental regulatory databases reviewed that would indicate current environmental concerns exist at the site. Several sites within the ASTM-indicated search radii are listed on the databases. However, based on the regulatory status or distance from the subject property relative to groundwater flow in the area, the potential for those sites to have created a recognized environmental condition at the subject property is low.

Hazardous Materials and Hazardous Wastes

Access was not provided to the interiors of the various properties evaluated for this survey. However, hazardous materials and wastes expected to be present or generated at the facilities are identified in Table 2.2.4-2 below.

Table 2.2.4-2. Hazardous Materials and Wastes Observed Or Expected to be Present at Subject Properties

Address	Occupant	Substance(S)
105 West Beverly Boulevard	Los Angeles Regional Surgical Center	A UST is located in the rear parking area, approximately 150 feet south of Beverly Boulevard. Janitorial supplies, medicinal substances, x-ray fixer & developer-all in small quantities Biohazardous wastes in small quantities.
106 West Beverly Boulevard	Sign Agent (signs & graphics)	Inks, dyes, solvents-in small quantities. Janitorial supplies in small quantities.
208-224 West Beverly Boulevard	208-Marufuku Noodle House 210-The Hair Concern 214-Frumento's Italian Market 220-Medical Uniforms 222-224-Medical Supply	Janitorial supplies in small quantities. Acetone dyes and cosmetics at The Hair Concern.
509 West Beverly Boulevard	Louis Cimarusti Realty	Janitorial supplies in small quantities.
712 West Beverly Boulevard	Razed gasoline service station	3 unlabeled 55-gallon drums were observed within the vacant unpaved lot.
116 East Beverly Boulevard	Wild Coyote Steakhouse	Janitorial supplies in small quantities.
117 East Beverly Boulevard	Beverly Medical Plaza	Janitorial supplies in small quantities.
200 East Beverly Boulevard	Office Building	Janitorial supplies in small quantities.
201 East Beverly Boulevard	Strip mall-food and service businesses. 201A-Beverly Cleaners	Janitorial supplies in small quantities. Dry cleaners appears to be a drop-off shop only. No dry cleaning machine observed or reported.
220 East Beverly Boulevard	Beverly Car Wash	Janitorial supplies in medium quantities.
228 East Beverly Boulevard	Unique Floral	Janitorial supplies in small quantities.
269 East Beverly Boulevard	Pio's Liquor	Janitorial supplies in small quantities.

Solid Waste

Trash dumpsters were located within the parking areas of the subject properties. Staining was not observed on the concrete and asphalt surfaces beneath the dumpsters.

Wastewater

Sanitary sewage from the facilities is discharged into the sanitary sewer system. For all but one of the businesses, wastewater is not produced on-site. The Beverly Car Wash operates an oil/water clarifier. Based on review of records maintained at the Los Angeles County Sanitation District, no unauthorized releases or violations were reported.

Above Ground Storage Tanks

Aboveground storage tanks (ASTs) were not observed or reported on the subject properties.

Underground Storage Tanks

The L.A. Regional Surgical Center at 105 West Beverly Boulevard operates an underground storage tank (UST). The tank is located approximately 150 feet south of Beverly Boulevard. The site is listed on the regulatory database search as a permitted UST site. The historic UST database indicates a tank was installed in 1979 and contained diesel fuel. It is likely that the current tank contains diesel fuel, as its footprint appears small and it is located at a surgical center that would likely operate an emergency generator. Although it is not known what year the current tank was installed, the concrete and asphalt pavement in the parking area appeared more recent than one would expect from a 1979 installation.

No indications of USTs, such as vent lines or fill pipes, were observed at the other selected sites during the site reconnaissance.

Drums and Containers

Three 55-gallon drums with no visible labeling were located on the property at 712 West Beverly Boulevard. If the drums are not empty, the contents will need to be characterized and removed from the site. The former owner or Shell Oil would be responsible for this activity. Drums were not observed or reported on the remaining subject properties. Janitorial or other substances located onsite would likely be present in small to medium-sized containers. Spills were not observed on the accessible concrete and asphalt surfaces of the subject properties.

Drains, Sumps, or Clarifiers

Other than the clarifier located at the Beverly Car Wash, drains or clarifiers associated with waste were not observed or reported on the subject property. One storm drain was observed in the parking lot of 201 East Beverly Boulevard.

Wells

Wells were not observed or reported on the subject property.

Discolored or Stained Pavement/Soil; Stressed Vegetation

Discolored soil or pavement and stressed vegetation were not observed or reported on the subject property.

Pits, Ponds, or Lagoons

Pits, ponds, or lagoons were not observed or reported on the subject property.

Polychlorinated Biphenyls

Approximately 10 pole-mounted transformers were observed along the north side of Beverly Boulevard. Stains or leaks were not observed on, or adjacent to, the transformers. The transformers are owned by Southern California Edison (SCE). Although it is possible the units contain polychlorinated biphenyls (PCBs), according to SCE, they have never specified the use of PCBs in their transformers. Further, based upon statistical sampling, less than four percent of SCE transformers require special management

under US EPA rules governing PCB containing units. However, regardless of their PCB content, the equipment is the responsibility of SCE.

Elevators likely exist at 105 West and 200 East Beverly Boulevard; however, based upon the age of the structures, it is unlikely that the elevator equipment would contain PCBs. Elevators, hydraulic equipment, or other equipment potentially containing polychlorinated biphenyls were not observed at the other subject properties. Other properties along Beverly Boulevard may utilize elevators and other hydraulic equipment; however, it does not appear that the street widening project would affect those areas.

Asbestos

It is possible the structures on the subject properties were built utilizing asbestos-containing materials (ACM). Five of the buildings included in this survey (106, 208-224, 509 West Beverly Boulevard, and 228 and 269 East Beverly Boulevard) are slated for demolition. Additionally, with regard to the street and bridge work, there may be asbestos present in concrete expansion joints, packing material at abutments, or transite conduits, fire lines, water lines or sewer lines. All friable and non-friable ACM that will become friable by law, must be removed from buildings before demolition or renovation, since these actions will impact the material. Therefore, prior to any renovation or demolition activities, an asbestos survey should be conducted by a certified asbestos consultant on those buildings to be demolished and any other structural features scheduled for renovation or removal.

At this time, no further investigation into the presence of ACM in the remaining subject buildings that are not slated for renovation or demolition is recommended. However, according to USEPA guidance, a building may only be classified as "non-asbestos containing" if: (1) the building was constructed after October 12, 1988, and (2) an architect, or project engineer responsible for the construction of the building, or an accredited asbestos building inspector signs a statement that no ACMs were utilized. This clause is from the document "A Guide to Performing Reinspections Under the Asbestos Hazard Emergency Response Act (AHERA)" USEPA publication #EPA700/B001, February 1992. Certifying that the subject properties could be classified as non-asbestos containing in accordance with USEPA guidance or CFR 61.145 was not within the Assessment Scope of Work.

Although there was a ban on ACM being used in many materials from 1988 to 1999, the ban never applied to roofs. The ban was lifted in 1999 and materials manufactured after that time may contain asbestos. Therefore, roofs and materials affected by the project that were installed in and after 1999 may contain asbestos.

Radon

Radon is emitted by the natural breakdown and radioactive decay of uranium in rocks and soils. It may enter a structure as an off-gas by-product of building materials, natural-gas contaminant, or a water contaminant. Potential entry into buildings may occur through cracks in the foundation, sump pumps, areas around drainage pipes and other openings. Once inside an enclosed space, radon can accumulate if the structure is not ventilated.

Chapter 2.2: Physical Environment

The Site is located within EPA-designated radon Zone 2. Zone 2 is defined as having an average indoor radon level of equal or greater than 2.0 and less than 4.0 pico Curies per Liter (pCi/L). The EPA action level for radon is 4.0 pCi/L. Therefore, further assessment for radon does not appear warranted.

Lead-Based Materials

Based upon the age of all but one of the subject buildings (circa 1958-1979), it is possible that lead-based paint was used. In 1978, the federal government banned the use of lead-based paint in residential applications; however, usage in general industry continued at a decreased rate to the present. Lead-based paint presents a hazard through inhalation or ingestion of paint chips or vapor fumes. The greatest cumulative health threat is to young children, and for this reason the Department of Housing and Urban Development (HUD) has promulgated lead standards and survey requirements for buildings affected by HUD funding. This HUD regulation represents the only federal requirement for lead-based paint, hazard management applicable to privately owned structures. The structure at 200 East Beverly Boulevard was constructed in 1994 and it is therefore unlikely that the painted surfaces contain lead-based paint.

It is possible, in fact likely, that yellow and thermoplastic pavement markings and traffic stripes contain lead. Lead also may be present in other types or colors of street or municipal paints. Any affected lead-based roadway pavement markings (e.g., yellow and thermoplastic markings) should be collected, tested, and disposed of in accordance with applicable State and Federal regulations.

As in the case for any project that involves excavation, there is the potential for unknown hazardous contamination to be encountered during project construction. Aerially Deposited Lead contamination may be encountered during excavation in unpaved areas of soil adjacent to traffic lanes or shoulders. Therefore, areas of exposed soil affected by project construction should be tested for Aerially Deposited Lead contamination prior to earthmoving activities. If detected, Aerially Deposited Lead contaminated soils should be collected, tested, transported, and disposed of in accordance with applicable State and Federal Regulations.

Effective June 3, 1993, the Lead in Construction Standard codified in 29 CFR 1926.62 applied to sources or potential sources of lead exposure present in an "employment-related" context. The trigger mechanism for application of the standard is an activity that, by its inherent nature, may cause exposure to lead. Therefore, prior to renovation, demolition, or any activity that will cause a disturbance of any suspect lead-based paint, sampling to determine lead content is recommended.

Hazardous Materials Database Search

Information was gathered from several environmental databases to evaluate whether activities on or near the subject property have the potential to create adverse environmental impacts on the subject property. Listed sites along the Beverly Corridor and listed facilities identified in close proximity to, or within ¼-mile of, the project area (within the database search radii) are summarized in Table 2.2.4-3 below. The EDR facility identification numbers are shown in parenthesis.

Chapter 2.2: Physical Environment

Based upon the distance from the project area, relative location with respect to groundwater flow in the area, and/or regulatory status, the potential for the facilities listed in Table 2.2.4-3 to have created a recognized environmental condition within the project area is considered low.

Chapter 2.2: Physical Environment

Table 2.2.4-3. Database Listed Sites Near Project Area That Produce or Contain Hazardous Materials

Site	List	Detail
PROPERTIES ALONG THE BEVERLY BOULEVARD PROJECT CORRIDOR		
K&K Service (A1, A3) 117 East Beverly Boulevard	Los Angeles County Street Number List of Industrial Waste and UST Sites (HMS)	Tank permitted/status-removed.
	Hazardous Substance Storage Container Database (HIST UST)	Six historic USTs at site: Two 4,000-gallon unleaded, 4,000-gallon regular, 6,000-gallon unleaded, Two unreported size waste oil.
116 East Beverly Boulevard (A2, A8)	Emergency Response Notification System (ERNS)	No Details Provided.
	California Hazardous Materials Incident Reporting System (CHMIRS)	10-gallons of crude oil from a drum spilled and cleaned up on 9/26/88.
Beverly Surgical Center (A4, A5) 105 West Beverly Boulevard	UST	1 Permitted UST. No details provided.
	Los Angeles County HMS	1 Permitted UST. No details provided.
Montebello Outpatient Surgical (A6) Same address as above	HIST UST	One 1,000-gallon diesel UST installed in 1979.
Turner Diagnostic Imaging (A7) 111 West Beverly Boulevard	Hazardous Waste Information System (Haznet)	Hazardous waste generator: Metal sludge-alkaline solution.
Sprague Radiological Med. Gp. Inc. (A10) Same address as above, Suite 103	Resource Conservation and Recovery Information System-Small Quantity Generator (RCRIS-SQG)	Small quantity generator of hazardous waste. No violations found.
	Facility Index System (FINDS)	Identified on Facility Registry System (FRS) and on Resource Conservation and Recovery Act Information system (RCRAINFO).
Beverly Oncology & Imaging Center (A9) 120 West Beverly Boulevard	Haznet	Hazardous waste generator: Metal sludge-alkaline solution.
Khalid B. Ahmed, MD (B11) 101 East Beverly Boulevard, Ste. 103	Haznet	Hazardous waste generator: Metal sludge-alkaline solution.
Beverly Oncology & Imaging Center (B12) 101 East Beverly Boulevard, Ste. 201	Haznet	Hazardous waste generator: Metal Sludge-Alkaline solution.
Chevron Station 9 3545 (C13) 200 East Beverly Boulevard	RCRIS-SQG	Small quantity generator of hazardous waste. No violations found.
	FINDS	Identified on FRS and on RCRAINFO.
	Leaking Underground Storage Tank (LUST)	Gasoline release to groundwater on May 14, 1992. Case closed on July 17, 1996.
	Hazardous Waste & Substances Sites List (Cortese-named for the senator that sponsored the bill creating the list)	Leaking UST site. No further details provided.

Chapter 2.2: Physical Environment

Site	List	Detail
93545 (C15) Same address as above	HIST UST	4 Historic tanks onsite: 2,000-gallon product, Two 7,500-gallon product, 550-gallon waste. All installed in 1955.
Chevron USA SS 9-3545 (C16) Same address as above	Los Angeles County HMS	Permitted tank site, permit removed.
Chevron Products Co. (C17) Same address as above	Haznet	Hazardous waste generator: Gas scrubber waste, Other organic solids.
Patrick K. O'Hara, DDS, MS, A Prof. Corp. (C14) Same address as above, Suite 103	Haznet	Hazardous waste generator: Oxygenated solvents.
Beverly Hospital (D18, D19) 309 West Beverly Boulevard	HIST UST	3 Historic USTs: Two 7,500-gallon product (installed in 1956 and 1972), 2,500-gallon diesel (installed in 1951).
	RCRIS-SQG	Small quantity generator of hazardous waste. No violations found.
	FINDS	Listed on FRS, RCRAINFO, AIRS Facility System and National Emissions Trends.
	LUST	Hydrocarbons release to soil only on 12/11/95. Case closed 11/12/96.
	Haznet	Hazardous waste generator: Unspecified organic liquid mixture; Empty containers less than 30 gallons; Other empty containers 30 gallons or more; Halogenated solvents; Other inorganic solid waste; Off-specification, aged, or surplus organics; Laboratory waste chemicals; Oxygenated solvents; Asbestos-containing waste; Waste oil and mixed oil; Unspecified solvent mixture waste; Metal sludge-alkaline solution; PCBs; Organic solids with halogens; Latex waste; Liquids with pH<UN->2; Liquids with mercury >20 mg/L; Unspecified aqueous solution; Contaminated soil from site cleanups; Alkaline solution without metals.
	Cortese	Leaking UST site. No further details provided.
Dermendjian Levon (C20) 220 East Beverly Boulevard	Los Angeles County HMS	Formerly permitted tank site-removed.
Beverly Boulevard Between Ray Dr. & Bradley (23)	CHMIRS	500 cu. ft. methane released to the road and cleaned up on March 7, 1989.

Chapter 2.2: Physical Environment

Site	List	Detail
Rio Hondo Hospital (G28) Rio Hondo Convalescent (G29) 273 East Beverly Boulevard	Haznet	Hazardous waste generator; Asbestos-containing waste; Waste oil and mixed oil.
Tomo Hamasaki, DDS, Inc. (31) 600 West Beverly Boulevard, Suite A	Haznet	Hazardous Waste Generator; Unspecified organic liquid mixture.
Varela Dental Group (H34) 709 West Beverly Boulevard, #201	Haznet	Hazardous waste generator: Photochemicals/ photoprocessing waste.
Ael Pradin (H35) 712 West Beverly Boulevard	HIST UST	Three historic USTS at this site: 10,000-gallon unleaded, 10,000-gallon regular, 10,000-gallon premium. All installed in 1978.
Shell Service Station (H36) Same address as above	RCRIS-SQG	Small quantity generator of hazardous waste. No violations reported.
	FINDS	Identified on FRS and RCRAINFO.
Shell (H37) Same as above	Haznet	No details provided.
Kal's Shell (H38, H39) Same address as above	Haznet	Hazardous waste generator: Waste oil and mixed oil.
	Los Angeles County HMS	Two permits on record. One is closed and one is removed.
SITES WITHIN 1/8-MILE OF THE BEVERLY BOULEVARD PROJECT SITE		
Montebello City Landfill (E21) 283 East Maiden Lane	Waste Management Unit Database (WMUDS)/ Solid Waste Assessment Test (SWAT)	Municipal landfill. No violations or releases reported.
Montebello Land & Water Co. (E22) Same as above	Solid Waste Facility (SWF)/ Landfill (LF)	Inert waste disposal site accepting construction/demolition wastes. No violations or releases reported. Due to close in January 2015.
Montebello Land & Water Co. (F26, F27) 344 East Madison Avenue	WMUDS/SWAT	Prime waste: Solid wastes-Inert/influent or solid wastes that do not contain soluble pollutants or organic wastes and have little adverse impact on water quality. Such wastes could cause turbidity and siltation.
	Waste Discharge System (WDS)	Active facility-Under waste discharge requirements.
	HIST UST	One historic 500-gallon unleaded UST formerly at the site.
4th Street Radiology (24) 433 North 4th Street, Suite 210	RCRIS-SQG	Small quantity generator of hazardous waste. No violations reported.
	FINDS	Identified on FRS and RCRAINFO.
	Haznet	Hazardous waste generator: Metal sludge-alkaline solution; Other inorganic solid waste.
Freeway Nissan	California Facility Inventory Database (CA FID)	Active UST location-no further details reported.
	Los Angeles County HMS	Two removed UST permits and one open UST permit.

Chapter 2.2: Physical Environment

Site	List	Detail
802 West Beverly Boulevard (K46)	CHMIRS	500 gallons of wax stripper released to ground 2/22/89 and cleaned up on 2/23/89.
804 West Beverly Boulevard Rear of Vons Market (K47)	CHMIRS	Chemical name and quantity released not known. Spill and cleanup occurred on 12/1/88.
SITES BETWEEN 1/8 AND 1/4 MILE FROM THE BEVERLY BOULEVARD PROJECT SITE		
Montebello USD Fremont Elementary School (25) 200 West Madison	RCRIS-SQG	Small quantity generator of hazardous waste. No violations reported.
	FINDS	Identified on FRS and RCRAINFO.
	Haznet	Hazardous waste generator: Other inorganic solid waste.
P&R Rio Hondo (32) 4637 Myrtle Street	HIST UST	One historic 1,000-gallon regular product UST
San Diego Commercial, LLC (L48) 8540 Beverly Boulevard	Haznet	Hazardous waste generator: Tank bottom waste.
	Cortese	Leaking UST site. No further details provided.
La Mesa Service Station (Former) (L49) Same address as above	LUST	Gasoline release to soil only on 3/16/98. Case closed on 5/31/2000.
NATIONAL PRIORITIES LIST (NPL) SITES		
Operating Industries, Inc. 2550 Greenwood Avenue (1/2-mile and greater crossgradient-Northwest)	NPL	Formerly operated 190-acre landfill in Monterey Park from 1948-1984. Hazardous liquid waste disposed of on 32-acre portion of site. Leachate from landfill contains vinyl chloride, chloroform, heavy metals, styrene, phenol, trimethyl benzene, lead, benzene, tetrachloroethene, toluene, and xylene. Further details in EDR report.
	Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Records of Decision (ROD) Consent Decrees	Discovery-1979. Preliminary assessment-1984. Remedial investigation—1986. Final listing on NPL-1986. Remedial investigation-1990. Various Records of Decisions, Consent Decrees, and Administrative Orders. Details contained in EDR report.
	Corrective Action Report (CORRACTS)	1984-Corrective Action prioritization, facility assigned a high corrective action priority. 1996-Corrective action responsibility referred to a non-RCRA federal authority, Corrective Action referred to CERCLA.

Chapter 2.2: Physical Environment

Site	List	Detail
Operating Industries, Inc. 2550 Greenwood Avenue (continued from above)	RCRIS	Large Quantity Generator, Transportation, Storage, and Disposal Facility. Violations-TSD financial responsibility requirements; TSD other requirements (oversight); Civil action for compliance.
	FINDS	On RCRAinfo and Facility Registry System.
	Los Angeles County HMS	Closed Los Angeles County site. Permit removed.
	HIST UST	6 Historic USTs-unleaded, diesel, and 4 waste tanks.

2.2.4.3 Environmental Consequences

Hazardous Materials

The project would allow for an increase in traffic capacity along Beverly Boulevard, but would not create a significant hazard to the public or the environment. After construction, the project would not cause additional transport of hazardous materials above existing levels. If hazardous materials are needed for selected construction activities, their use would be short-term in nature and regulated to ensure safety. Any transport of hazardous materials necessary for project construction would comply with applicable DOT regulations.

The project would create no foreseeable upset or accident conditions involving the release of hazardous materials into the environment. A project health and safety plan would be implemented during construction to minimize potential hazards to construction workers associated with grading and soil excavation activities.

Local schools in the project vicinity include Fremont Elementary School (located at 200 W. Montebello Avenue, approximately one-quarter mile south of Beverly Boulevard), and the Armenian Mesrobian Elementary and High School (in Pico Rivera, approximately one-quarter mile south of Beverly Boulevard). Hazardous materials, substances, or waste would be transported and routed in accordance with applicable DOT regulations to ensure the safety of adjacent schools and other land uses.

Hazardous Materials Properties

A Hazardous Materials Survey was completed as part of the environmental analysis. The Hazardous Materials Survey included a field investigation of selected properties (summarized in Table 2.2.4-2 above), which identified hazardous materials and wastes expected to be present or generated at facilities that may be physically modified or disturbed by the proposed project. The Hazardous Materials Survey also included a hazardous materials database search, summarized in Table 2.2.4-3 above.

Several facilities along the subject property were listed on various agency-generated databases. Some of the former gasoline service stations were listed as Leaking Underground Storage Tank sites; however, all

but one of the cases were listed as soil contamination only and the cases are closed, indicating that the agencies are satisfied with the cleanup. The one case that presented a release to groundwater (a former Chevron station at 200 East Beverly Boulevard) is also closed. Based on a review of files maintained by the California Regional Water Quality Control Board, Los Angeles Region, groundwater contamination was either not detected or did not exceed action levels for petroleum hydrocarbons. As mentioned, the case is closed and no further action appears warranted.

Other than the closed leaking tank sites, the database search indicates that no locations within the project site are listed on the environmental regulatory databases reviewed. This implies that current hazardous material/substance concerns do not exist within the project site. Several sites within the ASTM-indicated search radii (i.e., outside of the direct project site, but near the project area) are listed on the database search. However, based upon the regulatory status or distance from the project area relative to groundwater flow in the area, the potential for those sites to have created a recognized environmental condition within the project site is low.

If future site investigation activities (prior to and during construction) identify potential hazardous materials sites within the project construction ground disturbance limits, special precautions and remediation (if necessary) of the hazardous material will take place to ensure no risk to construction workers or to the public or environment would occur.

Airport Vicinity

The project is not located within two miles of an airport or airport land use plan. Also, the project is not located within the vicinity of a private airstrip.

Emergency Plans

The project would improve roadway capacity along Beverly Boulevard. Temporary increases in traffic congestion would occur along Beverly Boulevard and adjacent cross streets occur during construction of the project. A Traffic Management Plan (TMP) would be adopted and implemented prior to and during construction to ensure that Beverly Boulevard and the bridge over Rio Hondo Channel would be maintained open to traffic during project construction. The TMP would ensure that emergency access routes would be maintained during project construction to ensure public safety (for example, access to Beverly Hospital). As such, the project would not significantly interfere with an adopted emergency response plan or emergency evacuation plan.

Wildland Fires

The proposed project is located in an urbanized environment, not located immediately adjacent to wildlands, and therefore would not expose people or structures to loss, injury, or death associated with wildland fires.

2.2.4.4 Avoidance, Minimization, and Compensation Measures

The following mitigation measures are advised to ensure that recommendations noted in the Hazardous Materials Study are addressed prior to project construction:

Chapter 2.2: Physical Environment

- HZ-1** Prior to any renovation or demolition activities, a certified asbestos consultant shall conduct an asbestos survey. If any asbestos is found in structures to be modified or demolished, a state-licensed abatement contractor shall remove any asbestos-containing materials prior to the start of the structural modification or demolition work.
- HZ-2** A lead survey shall be conducted by a qualified lead investigation consultant on each structure prior to scheduled demolition or renovation. Any lead-contaminated surfaces shall be treated, as determined by the consultant's report, during demolition or renovation, so that dust and fumes do not present hazards to workers or children in the area.
- HZ-3** The contents of identified 55-gallon drums on site shall be characterized and removed from the site by a licensed hauler.
- HZ-4** Depending upon the project design alternative selected and other logistical considerations, the building located at 106 West Beverly Boulevard (located between 100 and 108 West Beverly Boulevard) may ultimately be acquired and demolished as a result of the project's right-of-way needs. There is a possibility that subsurface contamination from two business located near 106 West Beverly Boulevard may have migrated below the 106 Beverly Boulevard building. If 106 West Beverly Boulevard is ultimately acquired and slated for demolition, a subsurface investigation shall be conducted to determine whether or not contamination is present prior to demolition.
- HZ-5** A subsurface investigation shall be conducted at 269 East Beverly Boulevard (currently Pio's Liquor) to evaluate the potential that contaminants may be present in the soil prior to possible demolition or street work.
- HZ-6** There is a potential for asbestos and lead-based paint to exist at 228 East Beverly Boulevard (Unique Floral) given the age of the structure. The owner/operator should be questioned about the use of pesticides to determine whether that would represent a recognized environmental condition at the site.
- HZ-7** A subsurface investigation should be undertaken if stained or odorous soils are encountered during project activities at the former gas station properties identified at 116, 117, 200, 201, and 712 East Beverly Boulevard.
- HZ-8** Any affected lead-based roadway pavement markings (e.g., yellow and thermoplastic markings) should be collected, tested, and disposed of according to applicable State and Federal regulations.
- HZ-9** Areas of exposed soil affected by project construction should be tested for Aerially Deposited Lead contamination prior to earthmoving activities. If detected, Aerially Deposited Lead contaminated soils should be collected, tested, transported, and disposed of in accordance with applicable State and Federal regulations.
- HZ-10** Existing timber supports of the Beverly Boulevard Bridge over the Rio Hondo Channel are coated with creosote. All creosote-coated timber supports removed during demolition of the existing bridge shall be classified as hazardous material. The creosote-coated timber shall be handled and disposed of in accordance with applicable State and Federal regulations.

2.2.4.5 References

- Alton Geoscience, Quarterly Monitoring Report, January through March 1996, March 31, 1996.
- California Department of Conservation, Division of Oil & Gas, Wildcat Map No. W1-5.
- California Environmental Protection Agency, Department of Toxic Substances Control, Cypress (Region 4) Office, April 3, 2003 response.
- California Environmental Protection Agency, Department of Toxic Substances Control, Glendale (Region 3) Office, April 2, 2003 response.
- California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board; Landfill Unit, April 25, 2003 response.
- California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board; Spills, Leaks, Investigation, and Cleanups Unit; March 28, 2003 response.
- California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board; UST Unit, April 17, 2003 response.
- California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board; Well Investigation Program Unit, April 2, 2003 response.
- California Regional Water Quality Control Board, Los Angeles Region, Letter, Underground Storage Tank Case Closure, Chevron Station No. 9-3545, 200 East Beverly Boulevard, Montebello, Case No. I-9873, July 17, 1996.
- California State Fire Marshal; April 7, 2003 response.
- Environmental Data Resources Aerial Photography Print Service, Inquiry Number 950728-5, Photos dated 1928, 1949, 1952, 1968, 1976, 1989, and 1994; April 2, 2003.
- Environmental Data Resources Inc., NEPACheck® Report, Inquiry Number 00950728.1r; March 31, 2003.
- Environmental Data Resources, Inc., Radius Map with GeoCheck®, Inquiry Number 00947071.1r; March 24, 2003.
- Environmental Data Resources Inc., Sanborn Map Report, Inquiry Number 0954380.1S; April 4, 2003.
- Groundwater Technology, Inc., Site Investigation, Chevron Service Station, #93545, August 28, 1986.
- Groundwater Technology, Inc., Addendum to Site Investigation Report Dated August 28, 1986, September 11, 1986.
- Groundwater Technology, Inc., Letter to Los Angeles County Engineers, September 15, 1986.
- Groundwater Technology, Inc., Soil Excavation at Chevron Service Station #93545, December 10, 1986.
- Groundwater Technology, Inc., Letter to Los Angeles County Engineers, February 2, 1987.

Groundwater Technology, Inc., Letter to Chevron USA, May 18, 1987.

Los Angeles County Department of Public Health, April 7, 2003 inquiry.

Los Angeles County Department of Public Works, Hydrologic Unit records, via Internet, March 25, 2003.

Los Angeles County Sanitation District, April 4, 2003. Office visit.

Munger Map Book of California and Alaska Oil and Gas Fields, page W-162; 2001.

Sherman Library and Gardens, City Directories for Montebello, dated 1950, 1954-55, 1962, 1967, 1972, 1978, 1983, 1988, 1991; April 3, 2003.

South Coast Air Quality Management District; March 28 and April 11, 2003 responses.

United States Environmental Protection Agency, Superfund Program, March 31, 2003 response.

United States Environmental Protection Agency, Waste Program, March 27, 2003 inquiry, response pending.

URS. 2003. Limited Hazardous Materials Survey Report, Beverly Boulevard Between Montebello Boulevard and Rea Drive, August 2003.

USGS Topographic Map, El Monte, California quadrangle, 1953, 1966, and photorevised edition dated 1981.

Wayne Perry Construction, Inc., Site Assessment Report, Verification Soil Borings, Former Chevron Facility 9-3545, November 9, 1993.

Wayne Perry Incorporated, Well Destruction Report, Former Chevron U.S.A. Products Station No. 9-3545, November 12, 1996.

2.2.5 AIR QUALITY

2.2.5.1 Regulatory Setting

The proposed project is included in the Final 2004 Regional Transportation Improvement Program (RTIP) and, therefore, conforms to the SIP. Further, this air quality analysis was prepared in conformance with appropriate standards, using procedures and methodologies prescribed in the *California Environmental Quality Act (CEQA) Air Quality Handbook of the SCAQMD*, April 1993.

The CAAA of 1990 require that transportation plans, programs, and projects that are funded by or approved under Title 23 and 49 of United States Code or Federal Transit Act conform to state or federal air quality plans. Transportation conformity ensures that transportation agencies and air quality planning are integrated at the metropolitan and state levels such that the SIP and transportation plans and programs are consistent in identifying and implementing strategies to reduce emissions from mobile sources and meeting the NAAQS. Regional Transportation Plans (RTPs), such as the Transportation Improvement Programs (TIP), are developed by counties and submitted to SCAG for approval. The RTP consists of policies, programs, and projects which, if implemented, would potentially reduce emissions for the

Chapter 2.2: Physical Environment

project area. The TIP must be consistent with the conforming transportation plan, and the TIP must be found to conform with the SIP. Specifically, the results of the transportation plan and TIP must reduce emissions consistent with the emissions inventory proposed in the SIP. In order for a project to be found to conform, the project must be included in a conforming transportation plan and TIP; the design concept and the scope of the project that was in place at the time of the conformity finding must be maintained through implementation; and the project design concept and scope must be sufficiently defined to determine emissions at the time of the conformity determination.

The MPO and SCAG must have transportation plans in place that present a 20-year perspective on transportation investments for their region. SCAG is responsible for adopting regional growth forecasts and the Regional Transportation Improvement Plan (RTIP). The RTIP is a listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include programs such as highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps. Once SCAG develops the RTIP, it is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration for approval.

The 2002 RTIP was finalized and approved by the federal agencies on October 4, 2004. The proposed project is included in this document and is considered to be consistent with the RTIP and the RTP. The RTIP is in accordance with all applicable SIPs and is consistent with the 2004 RTP. The RTIP conformity findings are based on five analyses: Consistency with the 2004 RTP; Regional Emissions Analysis; Transportation Control Measures (TCM) Analysis; Fiscal Constraint Analysis; and Interagency Consultation and Public Involvement. Assumptions used in the 2004 RTIP regarding population, employment, travel, and congestion were the most recent data developed by SCAG for the 2004 RTP, and included the most recently approved planning assumptions by SCAG's Regional Council. SCAG conducted a regional emissions analysis using CARB emission factors EMFAC7F.1 and EMFAC7G to estimate the regional emissions impact from implementation of the FY 2004 RTIP. The 2004 RTIP conforms to all applicable SIPs for the Basin and is based on the latest assumptions; is consistent with the emissions factors used in the respective SIP; is consistent with the 2001 RTP; is financially constrained; and provides for the timely implementation of TCMs. This project has not been altered in design, concept, or scope from that described in the RTP and RTIP; therefore, this project conforms to the requirements of the federal CAAA of 1990 and can be implemented. The proposed project components listed in the 2004 RTIP are described as follows:

Beverly Boulevard Montebello Blvd to w/o Poplar Ave reconstruct & widen from 4 to 6 lanes; Beverly Boulevard at Poplar Avenue widen intersection from 4 to six lanes; Beverly Boulevard Poplar Avenue to Rea Drive reconstruct & widen from 4 to 6 lanes; Beverly Boulevard over Rio Hondo Channel Bridge Replacement widen from 4 to 6 lanes.

Chapter 2.2: Physical Environment

Lead Agency	Project ID	Description
Los Angeles County	LA960017	Beverly Boulevard At Poplar Avenue - Widen Intersection - Widen From 4 to 6 Lanes
Los Angeles County	LA960018	Beverly Boulevard (Montebello Blvd to W/O Poplar Ave) - Reconstruct & Widen - Widen From 4 to 6 Lanes
Los Angeles County	LA960019	Beverly Boulevard (Poplar Avenue to Rea Drive) - Reconstruct & Widen - Widen From 4 to 6 Lanes
Los Angeles County	LA960024	Beverly Boulevard Over Rio Hondo Channel Bridge Replacement - Widen From 4 to 6 Lanes
City of Montebello	LA996345	Beverly Boulevard Widening Phase III - Widen From 56 ft. to 76 ft. Between Curb to Provide Four 11 ft. Travel Lanes, 10 ft. Turn Lane, and Two 11 ft. Shoulders

The project site is located in Los Angeles County, an area within the South Coast Air Basin (Basin) that includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), a regional agency that regulates stationary sources of pollution throughout the Basin.

An Air Quality Analysis was prepared for the proposed project (URS 2003). The study evaluates potential air quality impacts associated with the project and identifies whether it conforms to the State Implementation Plan (SIP). Table 2.2.5-1 presents the California and federal ambient air quality standards applicable to the project area.

Table 2.2.5-1. Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³) ³	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	--		0.08 ppm (157 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation*	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Geometric Mean	20 µg/m ³		50 µg/m ³		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--		

Chapter 2.2: Physical Environment

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	--	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m ³)		--		
Lead	30 days average	1.5 µg/m ³	Atomic Absorption	--	--	--
	Calendar Quarter	--		1.5 µg/m ³	Same as Primary Standard	High Volume Sampler and Atomic Absorption
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	--	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	--	
	3 Hour	--		--	0.5 ppm (130 µg/m ³)	
	1 Hour	0.25 ppm (655 µg/m ³)		--	--	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer – visibility of 10 miles of more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		NO FEDERAL STANDARDS		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			

Source: California Air Resources Board (7/9/03)

Notes:

- California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter -PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For PM_{2.5} the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency (EPA) for further clarification and current federal policies.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- Any equivalent procedure which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Chapter 2.2: Physical Environment

Table 2.2.5-3. Ambient Air Quality at Pico Rivera Air Monitoring Station¹

	Carbon Monoxide (CO)				Ozone (O ₃)				Respirable Particulate Matter ² (PM ₁₀ ²)		Fine Particulate Matter (PM _{2.5})		Nitrogen Dioxide (NO ₂)	
	Max 1-hour Conc. (ppm)	Number of Days Exceeded	Max 8-hour Conc. (ppm)	Number of Days Exceeded	Max 1-hour Conc. (ppm)	Number of Days Exceeded	Max 8-hour Conc. (ppm)	Number of Days Exceeded	Max 24-hour Conc. (µg/m ³)	Number of Days Exceeded	Max 1-hour Conc. (ppm)	Number of Days Exceeded	Max 1-hour Conc. (ppm)	Number of Days Exceeded
State Standards	> 20 ppm/ 1 hour		> = 9 ppm/ 8 hour		> 0.09 ppm/ 1 hour		ND ³		> 50 µg/m ³ / 24 hour		> 65 µg/m ³ / 24 hour		> 0.25 ppm/ 1 hour	
2002	5.2	0	4.0	0	0.111	3	0.079	ND ³	65	8	61	0	0.125	0
2001	5.4	0	3.96	0	0.132	7	0.1	ND ³	97	20	77.3	3	0.138	0
2000	6.8	0	5.11	0	0.139	11	0.114	ND ³	80	15	89.5	4	0.150	0
1999	6.8	0	5.5	0	0.119	6	0.098	ND ³	88	19	85.6	2	0.155	0
1998	7.3	0	6.07	0	0.183	31	0.12	ND ³	80	11	ND ³	ND ³	0.14	0
Maximum	7.3		6.07		0.183		0.12		97		89.5		0.155	
Federal Standards	> 35 ppm/ 1 hour		> = 9 ppm/ 8 hour		> 0.12 ppm/ 1 hour		> 0.08 ppm/8 hour		> 150 µg/m ³ / 24 hour		> 65 µg/m ³ / 24 hour		Annual Average > 0.053 ppm/ annul.avg	
2002	5.2	0	4.0	0	0.111	0	0.079	0	65	0	61	0	0.034	0
2001	5.4	0	3.96	0	0.132	1	0.1	2	97	0	77.3	3	0.035	0
2000	6.8	0	5.11	0	0.139	2	0.114	4	80	0	89.5	4	0.036	0
1999	6.8	0	5.5	0	0.119	0	0.098	2	88	0	85.6	2	0.039	0
1998	7.3	0	6.07	0	0.183	10	0.12	12	80	0	ND ³	ND ³	0.037	0
Maximum	7.3		6.07		0.183		0.12		97		89.5		0.039	

Notes:

¹ Data from California Air Resources Board web page – <http://www.arb.ca.gov> and U.S. Environmental Protection Agency web page – <http://www.epa.gov>

² PM₁₀ data are not monitored at the Pico Rivera station. PM₁₀ is from the Los Angeles – North Main Street monitoring station, which is the next closest monitoring site to the project location with PM₁₀ data.

³ ND – No data available.

ppm – parts per million

µg/m³ – micrograms per cubic meter

2.2.5.3 Environmental Consequences

The proposed project is subject to the air quality regulations of the South Coast Air Quality Management District (SCAQMD). The project could affect the quantity and distribution of local and regional mobile source emissions, but is not anticipated to conflict or obstruct the applicable air quality plans. The project is located in a non-attainment area as specified in the regional air quality management plan certified by the SCAQMD. It would result in the addition of lanes to an existing roadway to ease traffic congestion, improve the level-of-service, and improve local air quality.

An Air Quality Study was prepared for the proposed project (URS 2003). Short-term (construction-related) and long-term (operational) air quality impacts due to the implementation of the project were evaluated.

Construction (Short-term) Emissions

The proposed project has the potential to expose sensitive receptors along the right-of-way to increases in pollutant concentrations from construction activities for a short duration. Short-term air quality impacts from construction activities are not expected to have a significant impact to local air quality because total construction emissions during peak construction days would not exceed the SCAQMD's daily thresholds for any criteria pollutants. Furthermore, compliance with the SCAQMD's rules and regulations during construction will reduce cumulative fugitive dust impacts.

Fugitive Dust

Fugitive dust emissions are generally associated with demolition, land clearing, exposure, and cut and fill operations. Dust generated during construction would vary substantially, depending on the level of activity, the specific operations, and weather conditions. Nearby sensitive receptors and on-site workers may be exposed to blowing dust, depending upon prevailing wind conditions. Fugitive dust would also be generated as construction equipment travels on unpaved roads or on the construction site.

PM₁₀ emissions from grading operations during a peak grading day are based on assumptions and experience with similar type projects. Construction of the proposed project will occur in segments to ensure the existing traffic will not be impeded. The fugitive dust emission factor for such a construction site used in this analysis is derived from a California Air Resources Board (CARB) document. The fugitive PM₁₀ emissions rate prescribed in the document is 0.42 tons per acre-month (30 days) of activity or approximately 56 pounds per acre-day. Daily fugitive dust emissions from the project are calculated using the SCAQMD PM₁₀ emissions factor on a peak day construction scenario.

The combination of the PM₁₀ fugitive dust and PM₁₀ exhaust emissions from construction equipment are added together and compared to the SCAQMD daily threshold for PM₁₀ to determine whether the project has a significant impact on air quality. Table 2.2.5-4 lists fugitive dust emission and construction equipment exhausts, and further shows that the total construction emissions would not exceed the SCAQMD daily construction thresholds for any of the criteria pollutants; therefore, the proposed project will not have a significant impact on local air quality.

Chapter 2.2: Physical Environment

During construction activities, fugitive dust control measures as presented in SCAQMD's Rule 403 are recommended for implementation to reduce the amount of dust generated.

Demolition

Construction of the proposed project will require demolition of the existing street and some businesses. The material used to construct the street and the structure proposed for demolition may potentially have asbestos-containing material (ACM). ACM was widely used in construction up to the mid-1980s; therefore, any structures scheduled for demolition should be inspected for ACM by a certified asbestos inspector. Furthermore, the proposed project site was not shown on a California Division of Mines and Geology map as a naturally occurring asbestos (NOA) area. However, the only way to establish the presence or absence of asbestos is to have a qualified geologist inspect the project site. If ACM and NOA are found to be present at the proposed project site, preventative measures and proper asbestos guidelines shall be adhered to during construction activities, including SCAQMD Rule 1403, Asbestos Emissions From Demolition Activities, and CARB's Asbestos Airborne Toxic Control Measures.

Odor

Construction activities would include asphalt paving that could potentially generate objectionable odors. Such odors, however, would be temporary (only during construction activities), localized, and would not affect a substantial number of people.

Table 2.2.5-4 provides a detail of the construction scenario assumptions and air quality emissions calculations for project construction activities.

Chapter 2.2: Physical Environment

Table 2.2.5-4. Construction Equipment Exhaust and Fugitive Dust Emissions

Source [1]	Parameter 1 [1]	Parameter 2 [2]	Parameter 3 [1]	Parameter 4 [1]	CO		ROC		NO _x		SO _x		PM ¹⁰		Notes
					Emission Factor	Emission (lbs/day)	Emission Factor	Emission (lbs/day)							
CONSTRUCTION EQUIPMENT:															
Wheeled Loader			8	1	0.572	4.6	0.230	1.8	1.900	15.2	0.182	1.5	0.1700	1.4	[3]
			hours/day	unit	lb/hr		lb/hr		lb/hr		lb/hr		lb/hr		
Backhoes	79	0.465	8	2	0.015	8.8	0.003	1.8	0.022	12.9	0.002	1.2	0.001	0.6	[3]
	hp	load factor	hours/day	unit	lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		
Excavator (Model 325)	168	0.58	8	1	0.011	8.6	0.001	0.8	0.024	18.7	0.002	1.6	0.0015	1.2	[3]
	hp	load factor	hours/day	unit	lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		
Concrete Saw	56	0.73	8	1	0.020	6.5	0.024	7.8	0.002	0.7	0.003	1.0	0.001	0.3	[3]
	hp	load factor	hours/day	unit	lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		lb/hp-hr		
Roller			8	1	0.300	2.4	0.065	0.5	0.870	7.0	0.067	0.5	0.0500	0.4	[3]
			hours/day	unit	lb/hr		lb/hr		lb/hr		lb/hr		lb/hr		
Motor Grader			8	1	0.151	1.2	0.039	0.3	0.713	5.7	0.086	0.7	0.0610	0.5	[3]
			hours/day	unit	lb/hr		lb/hr		lb/hr		lb/hr		lb/hr		
End-dump Trucks	40		8	2	0.019	12.2	0.003	1.8	0.027	17.1	0.0002	0.2	0.001	0.6	[4],[5]
	miles/roundtrip		trips/day	unit	lbs/mile		lbs/mile		lbs/mile		lbs/mile		lbs/mile		
Water Truck			8	1	0.675	5.4	0.150	1.2	1.700	13.6	0.143	1.1	0.1400	1.1	[3]
			hours/day	unit	lb/hr		lb/hr		lb/hr		lb/hr		lb/hr		
Worker's vehicles			60	10	0.014	8.4	0.001	0.9	0.001	0.9	0.00001	0.005	0.00011	0.07	[4]
			miles/day	employees	lbs/mile		lbs/mile		lbs/mile		lbs/mile		lbs/mile		
Fugitive Dust			2	30									0.42	56.0	[6]
			acres	days/month									tons/acre-month		
Daily Total (lbs/day)						58.1		16.9		91.8		7.8		62.1	
SCAQMD Daily Construction Thresholds (pounds/day)						550.00		75.0		100.0		150.00		150.00	
Exceed SCAQMD Significance Threshold (Y/N)?						NO		NO		NO		NO		NO	

Project Operation (Long-term) Emissions

Emissions associated with the operation of Beverly Boulevard are primarily from the generation of electricity to power the streetlight and traffic signals, which would be nearly the same as under existing conditions. Therefore, long-term air quality impacts from the operation of Beverly Boulevard are expected to remain unchanged and would not have any detrimental impact on local or regional air quality. Similarly, the CO and PM₁₀ hotspot analyses show that the impact to local air quality would be less than significant.

Long-Term Microscale (CO Hotspot) Analysis

The primary mobile source pollutant of local concern is CO. CO concentration is substantially higher when a vehicle is idling or traveling at low speed. CO disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, such as stagnant air, CO concentrations proximate to a congested roadway or intersection may reach unhealthy levels affecting local sensitive receptors (i.e., residents, school children, the elderly, hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling of CO concentrations is recommended in determining a project's effect on local CO levels.

The CALINE4 air quality model is used to assess CO impacts resulting from transportation activities. The air quality model estimates the CO concentration at designated sensitive receptor locations near intersections or roadway segments using traffic data, roadway geometry, topography, and meteorological data as model input parameters. Sensitive receptor locations are areas accessible to the general public such as sidewalks, retirement homes, hospitals, schools, and residential property lines. The receptor locations are usually placed at the sidewalk on the corners of the intersection to determine the significance of impact. The results from the CALINE4 model are added to the ambient CO concentration and compared to the CO standards and thresholds to determine the level of significance and impact on regional and local air quality. Since traffic data are only available for the existing and the horizon year (2025) for Beverly Boulevard, the potential air quality impacts from CO emissions associated with this project were analyzed on a general basis.

The CALINE4 model results for the Existing, Future (Year 2025) No Build, and Future (Year 2025) Build scenarios are shown below in Table 2.2.5-5. The basic differences in the scenarios are as follows:

- ◆ Existing scenario assumes no changes to the existing roadway infrastructure;
- ◆ Future (Year 2025) No Build scenario has the same roadway layout as the existing roadway; and
- ◆ Future (Year 2025) Build scenario has modifications made to the existing roadway (one additional lane) including intersections.

Data in Table 2.2.5-5 shows that there would be no exceedance of either the State or federal CO standards for the one-hour or the eight-hour durations. The one-hour CO concentrations near the roadway analyzed are much lower than the one-hour State standard of 20 ppm. Similarly, the eight-hour CO concentrations are also much lower than the eight-hour State standard of 9.0 ppm. Because no CO hotspots were

identified, no sensitive receptors would be affected by project-related local air quality impacts. Hence, the implementation of the Beverly Boulevard expansion would not have an adverse impact on local air quality, but actually lower CO concentrations.

Table 2.2.5-5. Carbon Monoxide Concentrations Existing, Future No Build and Build Conditions¹

Receptors are Placed Randomly Along the Street ²	Existing (1-hour/8-hour)	Future (Year 2025) No Build (1-hour/8-hour)	Future (Year 2025) Build (1-hour/8-hour)	Increase by the Project ³ (1-hour/8-hour)
Receptor 7	10.1/8.0	5.9/4.7	5.7/4.5	-0.2/-0.2
Receptor 9	10.2/8.1	5.9/4.7	5.7/4.5	-0.2/-0.2
Receptor 11	10.1/8.0	5.9/4.7	5.7/4.5	-0.2/-0.2
Receptor 13	10.2/8.1	5.9/4.7	5.7/4.5	-0.2/-0.2

¹ Existing CO concentrations shown include background concentrations of 7.3 ppm and 6.07 ppm for existing one-hour and eight-hour, respectively. Similarly, the CO concentrations for the Future Build and Future No Build scenario include background concentrations of 5.1 ppm and 4.1 ppm for the one-hour and eight-hour, respectively. A persistence factor of 0.7 was used to calculate the eight-hour CO concentration from the one-hour concentration.

² The four receptors with the highest concentrations are shown to illustrate the worst-case scenario.

³ The increase or decrease in CO concentrations is the difference between the No Build and the Build scenario.

PM₁₀ Hotspot Analysis

FHWA currently requires a qualitative or a quantitative PM₁₀ analysis for all non-exempt projects in PM₁₀ nonattainment areas. The proposed project is located in a PM₁₀ nonattainment area, therefore, an qualitative analysis is conducted for this project. PM₁₀ emissions would be generated during construction activities and project operation. However, a PM₁₀ hotspot is only analyzed for project operation; therefore, PM₁₀ generated during construction is not included as part of this analysis.

PM₁₀ emissions associated with motor vehicles are generated from fuel combustion, tire wear, brake wear, and entrained dust. Considering that the implementation of the Beverly Boulevard expansion would not generate any new vehicle trips, VMT is expected to remain the same in the region, vehicle fleet mix is not expected to change, it can be concluded that at worst-case, PM₁₀ emissions would remain the same. Also as shown in Table 2.2.5-3, PM₁₀ emissions in the project area have not exceeded the NAAQS in the last five years and are well below the 24-hour standard of 150µg/m³. Furthermore, since PM₁₀ emissions are directly correlated with vehicle speed and idling time, and the operation of the Beverly Boulevard would improve LOS at local intersections and reduce idling time, it can be concluded that the operation of the new Beverly Boulevard would reduce PM₁₀ concentrations at intersections and within the local region. Since the construction of the Beverly Boulevard expansion is deemed to have a less than significant impact and the operation of the roadway would maintain or reduce PM₁₀ concentrations, PM₁₀ emissions are not expected to cause a hotspot at the project site.

2.2.5.4 Avoidance, Minimization, and Compensation Measures

The project will be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures (BACMs) so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 prohibits dust from creating a nuisance off site. These dust suppression techniques are summarized below. Implementation of these dust suppression techniques, as required by the SCAQMD, can reduce the fugitive dust generation (and thus the PM₁₀ component) by 50 to 75 percent. Compliance with the required SCAQMD rules, which include the following BACMs (classified as mitigation measures for documentation purposes within this document), would reduce impacts on nearby sensitive receptors:

- AQ-1** All active portions of the construction site shall be watered to prevent excessive amounts of dust.
- AQ-2** On-site vehicle speed on unpaved surfaces shall be limited to 15 mph.
- AQ-3** All on-site areas within the construction zone shall be paved or landscaped as soon as feasible, or watered periodically, or chemically stabilized.
- AQ-4** All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
- AQ-5** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes.
- AQ-6** All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- AQ-7** The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized at all times.

2.2.5.5 References

California Air Resources Board web page, <http://www.arb.ca.gov>.

California Department of Transportation Environmental Program. *Transportation Project-Level Carbon Monoxide Protocol, Revised December, 1997*. University of California Davis, Institute of Transportation Studies. UCD-ITS-RR-97-21.

California Department of Transportation, 1998. *User's Guide for The Caline4 Model*. STI-997480-1814-UG.

Caterpillar Performance Handbook, Series 26, 1995.

Federal Highway Administration web page, <http://www.fhwa.dot.gov>.

Southern California Association of Governments web page, <http://www.scag.ca.gov>.

Southern California Association of Governments, *Final 2001 Regional Transportation Improvement Program (RTIP)*.

Chapter 2.2: Physical Environment

Southern California Association of Governments, *2001 Regional Transportation Program (RTP)*.

South Coast Air Quality Management District (SCAQMD), *California Environmental Quality Act (CEQA) Air Quality Handbook of the SCAQMD*, April 1993.

South Coast Air Quality Management District web page, <http://www.aqmd.gov>.

URS. 2003. Traffic Analysis, Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel, July 2003.

URS. 2003. Air Quality Study, Beverly Boulevard Phase III Widening, August 2003.

U.S. Environmental Protection Agency web page, <http://www.epa.gov>.

2.2.6 NOISE AND VIBRATION

2.2.6.1 Regulatory Setting

The cities of Pico Rivera and Montebello have adopted general noise policy guidance in the Noise Element of their respective General Plans. The City of Montebello has also enacted a Nuisance Noise Ordinance that regulates construction activities. The City of Montebello and City of Pico Rivera Noise Elements identify various land uses as noise-sensitive including residential uses.

Per local regulations (City of Montebello Municipal Code 9.08.050 generally, and specifically parts I & L thereof), certain activities are declared to be loud and raucous noises (i.e., Offenses Against the Public Peace). These activities include (but are not limited to) construction, demolition, and grading between the hours of 8:00 p.m. and 7:00 a.m. on weekdays (Monday through Friday) and 6:00 p.m. to 9:00 a.m. on Saturdays, Sundays, and legal holidays, except in cases of emergency as determined and approved by the appropriate City official; and operation of any pile driver, pneumatic hammer, bulldozers or other construction vehicles, motorized hoists, or other devices operated between 8:00 p.m. and 7:00 a.m. of the following day. Construction is lawful during times other than the noted prohibited periods.

The Caltrans Project Development Procedures Manual, Section 2 of Chapter 30 (Highway Traffic Noise Abatement) also places residences, parks, schools, and hospitals in Activity Category B. These uses are also defined as Category B by the FHWA in 23 CFR 772. The exterior Noise Abatement Criteria (NAC) for Activity Category B is 67 dBA L_{eq} . In accordance with Caltrans and federal guidelines, noise abatement must be considered when the existing or predicted future peak-noise-hour approaches, equals, or exceeds the exterior or interior NAC. Peak-noise-hour levels of 66 dBA L_{eq} are considered to approach the exterior NAC for Category B uses. A noise impact can also occur if the project would increase traffic noise by 12 A-weighted decibels (dBA). Where no exterior areas of frequent human use are affected, the interior NAC of 52 dBA peak-noise-hour is used to determine the requirement for noise abatement, if any. The California Noise Insulation Standards require the interior noise level in habitable rooms to not exceed 45 dBA $L_{dn}/CNEL$ as a result of exterior noise sources. If satisfaction of this standard requires windows to be closed, then mechanical ventilation, and air conditioning if necessary, must be provided to maintain a habitable environment [State Building Code (Part 2, Title 24, CCR; App. Chapter 35)].

As noted above, NEPA guidelines require that noise abatement be *considered* if a project may result in potential adverse noise effects. However, NEPA guidelines do *not* require that long-term traffic noise abatement actually be *implemented* unless certain conditions listed under 23 CFR 7721.3 regarding feasibility and reasonableness of the abatement are satisfied (e.g., feasibility of construction; cost of abatement vs. number of benefitted residences; cost of abatement vs. overall project construction cost). In effect, NEPA guidelines allow for: 1) preliminary noise abatement/mitigation design to be changed or eliminated from the final project's design; and 2) a final decision regarding the construction of the noise abatement to be made upon completion of the project design and public input.

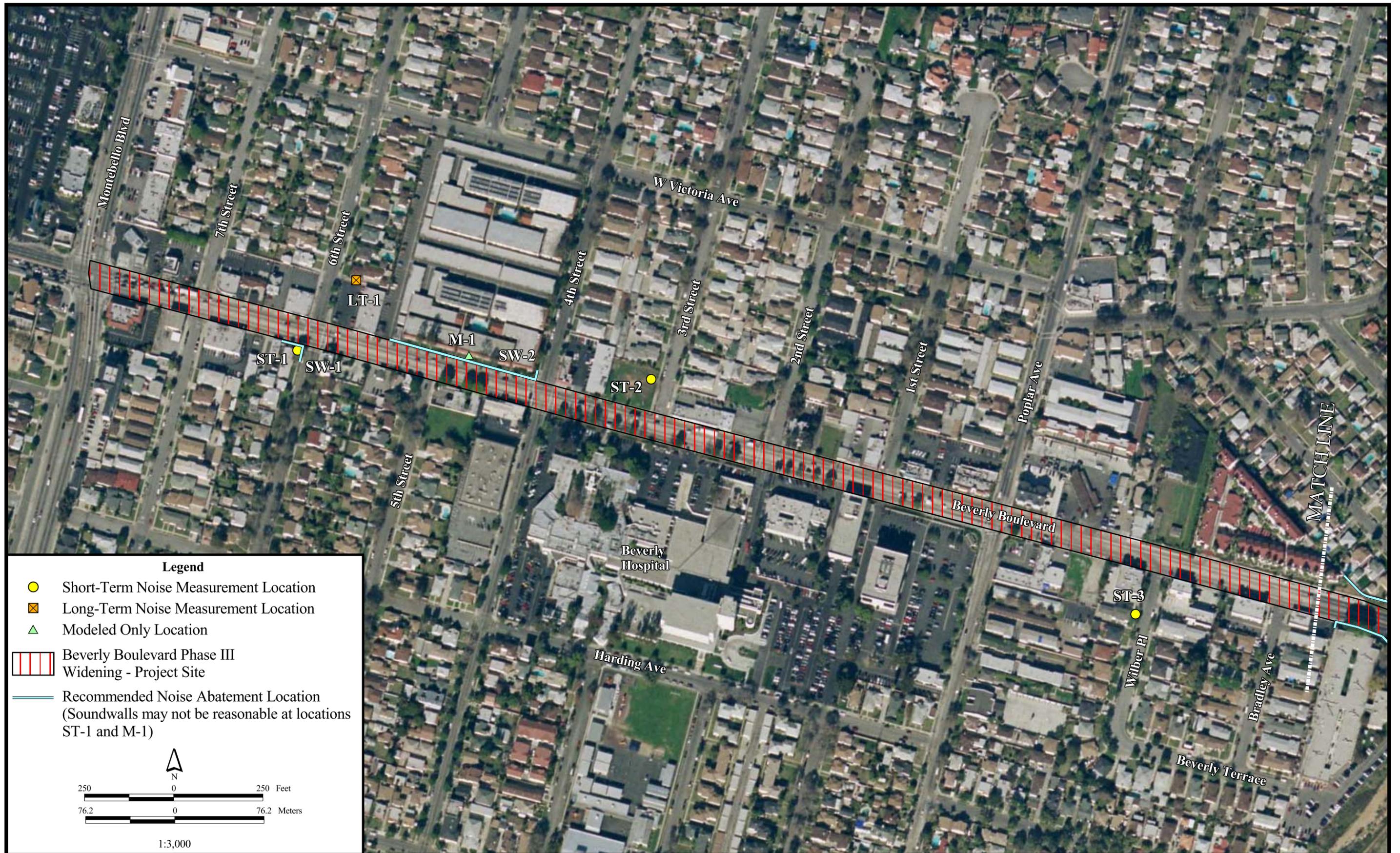
In contrast with NEPA guidelines, CEQA guidelines *require* that all potentially significant noise impacts be mitigated to a level of insignificance unless a Statement of Overriding Considerations is included and certified as part of a final CEQA Environmental Impact Report (EIR). However, the CEQA analysis presented in this document for the Beverly Boulevard Widening project follows the format of a CEQA Mitigated Negative Declaration (MND). The CEQA guidelines for the adoption of an MND require that all potentially significant noise impacts be mitigated to a level of insignificance (and a Statement of Overriding Considerations cannot be adopted). As such, the traffic noise abatement (mitigation measures) specified in this document *must* be implemented to satisfy CEQA mitigation requirements at identified sensitive receptor locations along the Beverly Boulevard project alignment that would be subject to noise conditions in exceedence of the above-noted thresholds.

A Noise Analysis Report, prepared pursuant to Caltrans' California Traffic Noise Analysis Protocol (CaTNAP) and TeNS, the Technical Noise Supplement (Caltrans, 1998), summarizing the results of the noise study, is available as a separate technical document (URS 2003). The Noise Analysis Report presents an evaluation of the noise abatement requirements of the project and presents preliminary design-level information to determine the most feasible noise abatement actions, where necessary. The analysis and findings of the Noise Analysis Report are summarized below.

2.2.6.2 Affected Environment

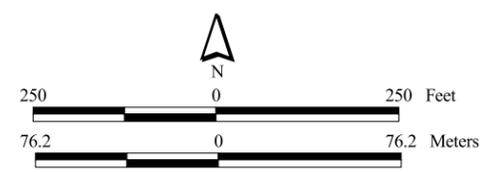
The affected environment is exactly the same for both design Alternatives 1 and 2 of the proposed project. Noise-sensitive land uses that directly abut Beverly Boulevard in the study area consist of single and multiple family dwellings, a convalescent hospital and two community parks. Nearby (beyond the study area limits) noise-sensitive uses include a school. The Beverly Boulevard existing and future through traffic lanes in the study area are predominately at-grade, with a small portion of the project near the replacement bridge above grade relative to the noise-sensitive uses adjacent to the street. The project is not located within two miles of an airport, or within an airport land use plan. Also, the project is not located within the vicinity of a private airstrip.

A traffic and construction noise study was conducted to assess the need for construction and traffic noise abatement or mitigation for the proposed project. Figure 2.2.6-1 and Figure 2.2.6-2 display the location of the noise measurement locations and recommended noise abatement locations in the project area.



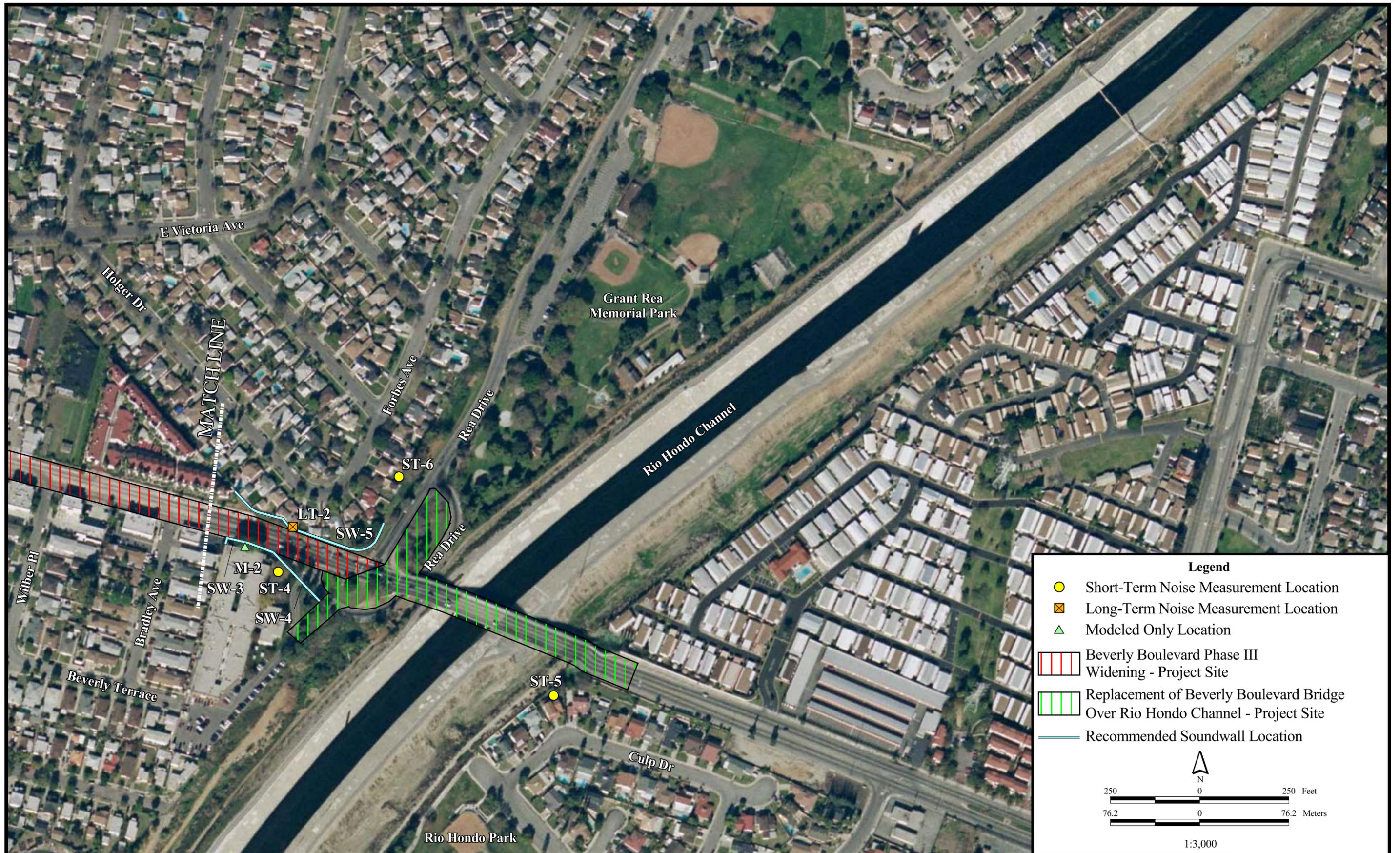
Legend

- Short-Term Noise Measurement Location
- Long-Term Noise Measurement Location
- ▲ Modeled Only Location
- Beverly Boulevard Phase III Widening - Project Site
- Recommended Noise Abatement Location (Soundwalls may not be reasonable at locations ST-1 and M-1)



1:3,000





Legend

- Short-Term Noise Measurement Location
- Long-Term Noise Measurement Location
- ▲ Modeled Only Location
- Beverly Boulevard Phase III Widening - Project Site
- Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel - Project Site
- Recommended Soundwall Location

N

250 0 250 Feet

76.2 0 76.2 Meters

1:3,000

Chapter 2.2: Physical Environment

Table 2.2.6-1 provides a summary of measured existing and calculated existing peak-noise-hour levels for representative locations along Beverly Boulevard in the project area.

Table 2.2.6-1. Summary of Existing Noise Levels for Representative Noise-Sensitive Receivers

Receiver ID	Location or Address	Type of Development	Number of Housing Units Represented	Noise Abatement Category and (Criterion), dBA	Existing Peak-Noise-Hour Noise Level, $L_{eq(h)}$, dBA	Noise Level Measured* or Modeled**?
ST-1 exterior	445 Sixth Street	Residential	3	B (exterior 67)	74	Measured
ST-1 interior	445 Sixth Street	Residential	3	E (interior 52)	54	Measured ⁽¹⁾
LT-1	512 Sixth Street	Residential	2	B (67)	59	Modeled (no calibration constant)
M-1	400 W Beverly Blvd	Residential	10	E (interior 52)	48	Modeled (no calibration constant) ^(1,2)
ST-2	509 Third Street	Residential	3	B (67)	65	Measured
ST-3	437 Wilber Place	Residential	2	B (67)	60	Measured
M-2	Rio Hondo Convalescent Hospital	Convalescent Hospital	4	B (67)	70	Modeled (no calibration constant)
ST-4	Rio Hondo Convalescent Hospital	Convalescent Hospital	4	B (67)	66	Measured
LT-2	445 Holger Drive	Residential	1	B (67)	73	Measured
ST-6	Backyard of 512 Forbes Avenue	Residential	1	B (67)	56	Measured
ST-5	Backyard of 8321 Culp Drive	Residential	5	B (67)	57	Measured

* Unless otherwise indicated, all measurements shown reflect worst hour noise levels, i.e., they were either measured during the noisiest hour or adjusted to noiest hour traffic characteristics.

** Unless otherwise indicated, modeled receivers include a calibration constant.

¹ Interior noise level deduced from measured outdoor noise level; result assumes 20 dBA noise reduction by the structure, windows closed.

² Approximately 18 additional units are located on the second floor that would receive no noise reduction from a soundwall.

Traffic noise within the project area was measured and modeled for representative noise-sensitive uses that abut or have an unobstructed acoustical “view” of the street. Weather and traffic information was collected simultaneously with the noise measurements. During representative daily periods, the existing, exterior, unabated, peak-traffic-noise-hour levels in the noise-sensitive areas adjacent to the street, calculated from field measurement data, ranged from 56 dBA to 74 dBA L_{eq} . The peak-noise-hour L_{eq} describes the noise level that is equivalent to the energy average noise levels that would be measured continuously during the hour producing the highest traffic noise during a typical 24-hour period.

The traffic noise was evaluated in terms of the L_{eq} noise descriptor as used in the Caltrans Traffic Noise Prediction Model (S32) to satisfy Federal and State Noise Abatement Criteria (NAC) for Activity Category B uses. The S32 model is functionally equivalent to the federal model STAMINA 2.0 as defined in FHWA RD 77-108. The peak-noise-hour L_{eq} (described above) is typically within

approximately two decibels of the Day-Night Average Sound Level (L_{dn}) and the CNEL descriptor used by the local jurisdictions through which the highway passes.

2.2.6.3 Environmental Consequences

A local increase in construction and traffic noise is considered a potential environmental impact resulting from construction of highway improvement projects. Temporarily elevated noise levels during construction activities result primarily from the use of heavy equipment vehicles and specialized machinery to clear, excavate, grade, and finish the project. The environmental consequences related to noise are exactly the same for both design Alternatives 1 and 2 of the proposed project.

Traffic Noise

The future (year 2025) overall number of cars and trucks traveling along Beverly Boulevard are expected to be similar with or without the implementation of the proposed project. However, long-term increases in traffic noise may occur if vehicle speeds increase appreciably, and/or if the percentage of heavy trucks and busses in the traffic flow increases relative to passenger cars and light trucks. As such, project operation (i.e., post-construction vehicle traffic) has the potential to permanently affect ambient noise levels in the project vicinity. After project completion, the widening of Beverly Boulevard would bring traffic lanes approximately five feet closer to noise-sensitive receptors adjacent to the roadway (i.e., residences, Rio Hondo Convalescent Hospital), resulting in slight increases in traffic noise levels at sensitive receptor locations.

A noise analysis that conforms to the requirements of FHWA, Caltrans, and the Cities of Montebello and Pico Rivera was conducted in order to evaluate potential noise impacts and the potential necessity for noise abatement/mitigation. Table 2.2.6-2 provides a summary of predicted traffic noise levels in the project area resulting from the proposed action *without* noise abatement. The future traffic characteristics were used as input to the S32 noise model along with the horizontal and vertical coordinates of receiver locations that were obtained from project design layouts, aerial photographs and field observations.

Chapter 2.2: Physical Environment

Table 2.2.6-2. Predicted Future (Year 2025) Traffic Noise Impacts of Proposed Action Without Abatement

Receiver ID	Location or Address	Development Predates 1978?	Existing Peak-Noise-Hour Noise Level, $L_{eq(h)}$, dBA	Predicted Future Peak-Noise-Hour Noise Level, $L_{eq(h)}$, dBA	Noise Abatement Category	Noise Abatement Criterion, NAC (dBA)	Noise Increase (+) or Decrease (-), dBA	Impact Type*	Location Qualifies for Noise Abatement?
ST-1 exterior	445 Sixth Street	Yes	74	75 [†]	B	67	+1	A/E	No ³
ST-1 interior	445 Sixth Street	Yes	54	55 ¹	E	52	+1	A/E	YES
LT-1	512 Sixth Street	Yes	59	61	B	67	+2	None	No
M-1 interior	400 W Beverly Blvd	Yes	48	52 ^{1,2}	E	52	+4	A/E	YES ³
ST-2	509 Third Street	Yes	65	65	B	67	0	None	No
ST-3	437 Wilber Place	Yes	60	60	B	67	0	None	No
M-2	Rio Hondo Convalescent Hospital	Yes	70	72	B	67	+2	A/E	YES
ST-4	Rio Hondo Convalescent Hospital	Yes	66	69	B	67	+3	A/E	
LT-2	445 Holger Drive	Yes	73	73	B	67	0	A/E	YES
ST-6	Backyard of 512 Forbes Avenue	Yes	56	59	B	67	+3	None	No
ST-5	Backyard of 8321 Culp Drive	Yes	57	59	B	67	+2	None	No

[†] Considered "severe impact" due to existing elevated noise levels.

* S = Substantial Increase (12 dBA or more).

* A/E = Approaches or Exceeds the NAC.

¹ Assumes 20 dBA Noise Reduction by the structure, windows closed.

² 18 additional units are located on the second floor.

³ Exterior (outdoor area) at this location is not an area of frequent human use, so exterior noise abatement is not necessary.

As noted in Table 2.2.6-2, the predicted future (year 2025) with-project exterior *unabated* peak-noise-hour sound levels (resulting from vehicle traffic) would range from 59 dBA L_{eq} to 75 dBA L_{eq} . Interior noise levels would be 52 dBA L_{eq} and 55 dBA L_{eq} for sites M-1 and ST-1 respectively. Peak-noise-hour noise levels would either remain the same or increase by no more than 4 dBA at any of the representative receptors. None of the sensitive receptor locations would experience a substantial increase (of 12 dBA or more). Receptors ST-1 (exterior and interior), M-1 (interior only), M-2, ST-4 and LT-2 would approach or exceed the applicable NAC. The 75 dBA L_{eq} at location ST-1 could constitute a severe noise impact if not abated, due to the already-existing elevated noise levels at this residential location.

The noise analysis determined that future-with-project peak-noise-hour noise levels in the project area would approach or exceed the NAC of 67 dBA L_{eq} for Category B land use at four noise-sensitive receptor locations within the project limits. As such, existing or approved development affected by the

Chapter 2.2: Physical Environment

project is subject to protection in accordance with regulatory noise abatement policy (FHWA: Highway Traffic Noise Guidance and Policies and Written Noise Policies, HEP-41, June 1995). Thus, the four noted areas sensitive receptor areas adjacent to the project alignment qualify for the implementation of noise abatement features into the project design (e.g., a noise barrier or “soundwall”) to avoid long-term traffic noise impacts.

It is noteworthy that existing traffic noise levels above 66 dBA may be considered to be incompatible with noise-sensitive uses and affected sensitive receptors may require noise abatement. Evaluation of noise abatement and mitigation is required by state and federal regulations when traffic noise levels greater than 66 dBA are existing and/or predicted for the peak-noise-hour. Although four noted sensitive receptor locations qualify for abatement, the noise analysis determined that future-with-project noise levels at these locations would not exceed the applicable Caltrans and FHWA “significant increase” criterion in hourly traffic noise level of 12 dBA or more. As such, with the implementation of noise abatement at specified locations, the project would not result in substantial adverse effects related to long-term traffic noise.

Refer to Section 5.2 of Chapter 5 [Section 4(f) Resource Analysis] of this document for a discussion of potential traffic noise impacts to recreational land uses adjacent to the project area (e.g., Grant Rea Memorial Park, Rio Hondo Park, and the equestrian trail and bike path along the Rio Hondo Channel).

Construction Noise

Conventional and special project construction activities have the potential to generate temporary impacts to local ambient noise levels in the areas near the construction activities. The project’s conventional and specialized construction noise was evaluated as part of the Noise Analysis Report that conforms to the requirements of FHWA, Caltrans, and the Cities of Montebello and Pico Rivera. The noise analysis evaluated potential construction noise impacts and the potential necessity for construction noise abatement/mitigation.

During certain types of construction activities (i.e., demolition of existing paved surfaces and structures, operation of heavy equipment), construction of the project may result in temporary, intermittent increases existing noise levels in areas immediately adjacent to the project area. The “conventional construction” activities for this project will require the use of vehicles and heavy equipment whose noise characteristics are known. The equipment ranges from concrete mixers producing noise levels of 80 to 86 dBA at a distance of 15 meters (50 feet) to jackhammers producing 90 to 95 dBA at a distance of 15 meters (50 feet). The noise analysis determined that noise from conventional construction activity would not create a significant adverse noise impact if standard limits in construction equipment noise and good noise management practices are followed.

To avoid the potential effects of construction noise, the project’s contracting agency will apply Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions, which provide limits on construction noise levels. Normally, conventional construction noise levels should not exceed 86 dBA (L_{max}) at a distance of 15 meters (50 feet). Additional measures that are considered good practice during project construction are:

Chapter 2.2: Physical Environment

- Arrange noisiest operations together in the construction program to avoid continuing periods of annoyance.
- Locate materials stockpiles and/or vehicle staging areas as far as practicable from dwelling units.
- Use additional enclosures, shrouds, shields, and portable noise barriers if necessary at noise-critical locations.
- If practicable, implement project noise abatement features prior to construction.

Construction of the widened roadway could generate ground-borne vibration or ground-borne noise. A vibration analysis was conducted as part of this IS/EA in order to evaluate potential ground-borne vibration/noise impacts and the potential necessity for abatement/mitigation. The analysis determined that construction activities could generate minimal, less than significant ground-borne vibration/noise, and roadway operation will not generate perceptible ground-borne vibration/noise. Thus, no abatement or mitigation is required for vibration.

Noise from specialized construction activity such as pile driving would generate substantial noise near the activity. Construction noise in the vicinity of the proposed replacement bridge over the Rio Hondo Channel, although temporary, is likely to become substantially elevated because of pile driving in proximity to noise-sensitive uses. Intermittent, sustained noise levels resulting from pile driving activities are predicted to be 93 dBA L_{eq} and 86 dBA L_{eq} at residences located 100 feet and 225 feet, respectively from the pile being driven. These levels would be substantially above the existing ambient environmental noise levels temporarily during the bridge construction period.

Although noise related to pile driving activities would be substantially elevated, pile driving activities and associated noise would be limited to a small portion of the project in the vicinity of the bridge. Also, noise from pile driving would move from one side of the bridge to the other as construction of the replacement bridge footings proceeds. In general, no single residence or noise-sensitive area would be subject to continuous, constant noise levels for the duration of the project.

Pile driving activities would be restricted to a few hours during daytime weekday periods (9:30 a.m. to 4:00 p.m., Mon.-Sat.). However, noise levels within 91 meters (300 feet) of pile driving would still be substantially elevated. Temporary relocation will be offered to “day-sleepers” and other residents for whom pile driving noise would cause demonstrated hardship when pile driving is within 91 meters of their residence(s). Short-term relocation may not be necessary if the vibratory hammer can be used exclusively to drive piles.

Adverse noise impacts from pile driving activities may be avoided by following the noted mitigation measures. In conclusion, noise from pile driving would not cause a significant adverse noise impact due to the following circumstances: 1) a limited physical area affected by pile driving activities, 2) the temporary nature of the pile driving activities (i.e., only for a limited number of days during the bridge construction), 3) restricted daily hours during which pile driving may occur, and 4) an offer of short-term relocation where necessary.

Refer to Section 5.2 of Chapter 5 [Section 4(f) Resource Analysis] of this document for additional discussion of potential construction noise impacts to recreational land uses adjacent to the project area (e.g., Grant Rea Memorial Park, Rio Hondo Park, and the equestrian trail and bike path along the Rio Hondo Channel).

2.2.6.4 Avoidance, Minimization, and Compensation Measures

Noise Mitigation for Conventional and Special Construction Activities

The special construction activity of pile driving will require mitigating actions (e.g., temporarily relocate sensitive residents when pile driving is within 300 feet of dwelling) to avoid significant noise impacts pursuant to CEQA. Conventional construction activities would not result in significant adverse effects to noise if the recommended best management practices for construction noise control (per Mitigation Measures N-3 through N-21) are followed during project construction.

Traffic Noise Abatement

Existing and predicted traffic noise levels at four noise-sensitive receptor locations within the project limits approach and exceed the peak-noise-hour NAC of 67 dBA L_{eq} for Category B land use. Thus, noise abatement was evaluated for the area adjacent to W/B Beverly Boulevard between Sixth Street and Fourth Street and adjacent to Rea Drive. Noise abatement was also evaluated for two areas adjacent to E/B Beverly Boulevard; for the residential land use adjacent to Beverly Boulevard at Sixth Street; and at the Rio Hondo Convalescent Hospital west of Rea Drive.

Alternative measures for reducing traffic noise were considered in the Noise Analysis Report where noise abatement or mitigation was believed to be necessary and feasible. The purpose of a noise barrier is to reduce highway traffic noise according to criteria established by the FHWA as codified in 23 CFR 772, and by Caltrans as presented in Chapter 30 of the Project Development Procedures Manual and Chapter 1100 of the Highway Design Manual. It was determined by observation that the likely locations for traffic noise barriers would not provide sufficient area to construct earthen berms. Thus, potential noise abatement features may consist of soundwalls constructed near the right-of-way (R/W), where applicable, and as vertical extensions of the required retaining walls, insofar as possible.

Where appropriate, the Noise Analysis Report recommends the preliminary locations, dimensions and acoustical performance of the required noise abatement, including noise barrier(s), based on the preliminary plans for this project. The considered noise abatement for this project and expected future (year 2025) with-project (design Alternatives 1 or 2) noise levels are summarized in Table 2.2.6-3.

Chapter 2.2: Physical Environment

Table 2.2.6-3. Noise Abatement Considered in the Noise Analysis Report

Receiver ID	Future (Year 2025) Peak-Noise-Hour Noise Level w/ No Wall (dBA)	Noise Abatement Description ¹	Affected Sensitive Receptor Location	Placement	Approximate Soundwall Length (meters)	Approximate Soundwall Height (meters)	Future (Year 2025) Peak-Noise-Hour Noise Level with Soundwall (dBA)	Noise Reduction with Soundwall (dBA)
ST-1 (exterior ²)	75	SW-1 ⁴	Residential duplex at 445 Sixth St., abutting E/B Beverly Blvd.	R/W	23	3.0	64	11
ST-1 (interior ³)	55						44	11
M-1 (interior)	52	SW-2 ⁵	Casa Grande Apartments at 400 W Beverly Blvd., abutting W/B Beverly Blvd. at Fourth St.	R/W	137	1.8	46	6 ⁶
M-2	72	SW-3 (connected to SW-4)	Rio Hondo Convalescent Hospital ⁷ , abutting EB Beverly Blvd.	On retaining wall	46	1.8	63	9
ST-4	69	SW-4 (connected to SW-3)	Rio Hondo Convalescent Hospital ⁷ , abutting EB Beverly Blvd.	R/W	61	3.7	64	5
LT-2	73	SW-5	Residences adjacent to W/B Beverly Blvd., between Rea Dr. and the Beverly Park Apartments	On retaining wall/top-of-slope	168	1.8	63	10

¹ SW denotes "soundwall" type noise barrier.

² May not be an "area of frequent human use" thus exterior noise abatement would not be required. However, some form of abatement is required to satisfy interior California and FHWA NAC at this location.

³ Some form of noise abatement required to satisfy interior NAC. Upgraded building noise insulation may be feasible and reasonable alternative abatement for this location.

⁴ SW at this location provides feasible noise abatement but may not be reasonable. Alternative form of abatement may be required. Also see notes 1, 2, and 3.

⁵ Calculated acoustical effect of a SW is provided to quantify the degree of noise abatement required to satisfy the interior NAC. While feasible, a SW is likely not a reasonable interior noise abatement measure at this location. (The exterior is not an "area of frequent human use" thus exterior noise abatement is not required.) Building acoustical insulation is likely a more feasible noise abatement measure, if required—see text.

⁶ Ground floor noise reduction only; no reduction for 2nd floor units.

⁷ Has exterior "area of frequent human use" in addition to interior patient sleeping rooms with exposure to project.

Traffic Noise Abatement Feasibility Summary

As noted in Table 2.2.6-3, at two receptor locations (ST-1: residential duplex at 445 Sixth Street; and M-1: Casa Grande Apartments at 400 W. Beverly Blvd.), it may not be physically feasible or practical to construct soundwalls as the noise abatement strategy. Soundwall SW-1 for receptor ST-1 can provide a 5

decibel reduction in traffic noise. However, it may not be feasible to construct because of potential traffic safety concerns with sight line obstruction resulting from constructing an opaque soundwall. Soundwall SW-2 for receptor M-1 provides a minimum of 5 decibels traffic noise reduction to satisfy the interior noise standard only for ground floor units (second floor units at this location would not be benefited). In these cases, building façade sound insulation upgrades may be installed as an alternative abatement strategy for interior noise.

All other considered soundwalls (e.g., SW-3, SW-4, and SW-5) would be feasible and could be constructed using standard approved soundwall materials. A final decision regarding the specification of the exact abatement measures to be installed at each noted location will be made during final design stages of the project (see Mitigation Measures N-1 and N-2).

Traffic Noise Abatement Reasonableness Allowances

Based on the soundwall parameters presented in the Noise Analysis Report, the Caltrans worksheets were used to develop the Reasonable Allowances per Benefited Residence shown in Table 2.2.6-4. The project cost was based on an assumed \$6,475,000 base cost [local Assistance Project Transmittal Memo from Mazen Dabboussi, Caltrans Project Manager, to the Division of Environmental Planning re Project RPSTPL-5247(002)] and an assumed \$7.9 million bridge construction cost. Allowances per benefited residence would range from \$31,000 to \$39,000.

Table 2.2.6-4. Noise Abatement Reasonable Allowances

Noise Barrier ID	Reasonable Allowance per Benefited Residence (USD)
SW-1	\$39,000
SW-2	\$35,000
SW-3	\$35,000
SW-4	\$35,000
SW-5	\$31,000

Notes:

- 1 Assumes all residences pre-date 1978 and a base allowance of \$17,000
- 2 See Table 2.2.6-3 for recommended soundwall parameters.

Traffic Noise Abatement Conclusions

With feasible noise abatement incorporated where necessary, the predicted future exterior peak-noise-hour noise levels would range from 59 dBA to 64 dBA L_{eq} . These abated traffic noise levels would be less than significant pursuant to CEQA guidelines. In conclusion, by incorporating the noise abatement actions of providing exterior soundwalls, or alternatively, building noise insulation upgrades as described in Table 2.2.6-3 (and in the Noise Analysis Report) into the project description and design, the project would avoid creating significant adverse environmental effects in compliance with NEPA guidelines and would not result in significant noise impacts pursuant to CEQA guidelines.

Noise Mitigation Measures

Implementation of measures N-1 and N-2 is required to mitigate potential significant impacts, in accordance with CEQA guidelines, from operational (traffic) noise after project construction. Implementation of measures N-3 through N-21 is required to reduce potential adverse effects from construction noise in accordance with NEPA guidelines, and to mitigate potential significant impacts in accordance with CEQA guidelines.

N-1 Without noise abatement, the interior noise level from exterior traffic noise is expected to exceed FHWA, Caltrans, and State of California Noise Insulation Standards for multiple family dwellings at the following locations in the project area: 1) Residential unit at 445 Sixth St., abutting E/B Beverly Blvd.; and 2) Casa Grande Apartments, abutting W/B Beverly Blvd. at Fourth Street. To satisfy mitigation requirements in accordance with CEQA guidelines, the County must investigate and implement interior noise abatement (if determined necessary based upon the results of actual interior noise measurement readings, engineering investigation, and building inspection), at these locations as a component of the proposed project. Further engineering investigation and interior noise measurements must be undertaken during future project design phases to confirm the existing interior noise insulation performance of the two buildings and determine an appropriate abatement strategy (e.g., soundwall, building façade upgrades, or a combination of both) if existing and future interior noise levels are confirmed to be in exceedance of applicable Noise Insulation Standards at these two locations.

In addition to soundwalls, the alternative interior noise reduction strategy to be investigated by the County is the concept of upgrading various acoustically weak elements of the building's façades. Such building façade upgrades are assumed to provide a minimum of twenty eight to thirty one (28-31) dBA of exterior to interior noise reduction in habitable rooms with windows in the closed position. Building façade upgrades, if implemented, would include the provision of mechanical ventilation and/or air conditioning as necessary (if not presently existing) to maintain a comfortable year-round interior temperature environment. Other acoustical upgrades to be considered by the County at these locations could include new, fully weather-stripped, solid core or insulating glass exterior doors; single or dual-pane acoustically rated window assemblies, and sealing or baffling of any building shell penetrations.

N-2 Implement soundwalls SW-3, SW-4 and SW-5 to mitigate interior and exterior noise levels in accordance with CEQA guidelines, as recommended in the proposed project design. The final design of the soundwalls will be developed during future project design phases.

N-3 Before pile driving activities are to occur in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel (as part of the bridge replacement phase of the project), place written notices in prominent locations within Grant Rea Memorial Park to inform park users of the following: 1) dates that pile driving activities are scheduled to occur, 2) a notification that pile driving activities may produce loud, intermittent noise disturbances, and 3) a recommendation that while pile driving activities are in progress, park users should attempt to locate their activities within the park as far as feasible from the southern boundary of the park.

Chapter 2.2: Physical Environment

- N-4** All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, and air-inlet silencers where appropriate, in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- N-5** All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.
- N-6** Electrically-powered equipment instead of pneumatic or internal combustion powered equipment shall be used, where feasible.
- N-7** Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- N-8** The hours of conventional construction activities shall be restricted to the periods and days permitted by the local noise or other applicable ordinance, or exemptions therefrom shall be obtained. In accordance with the City of Montebello Noise Ordinance, these activities include (but are not limited to) construction, noisy maintenance activities, all spoils and material transport, demolition, and grading, and are prohibited between the hours of 8:00 p.m. and 7:00 a.m. on weekdays (Monday through Friday) and 6:00 p.m. to 9:00 a.m. on Saturdays, Sundays, and legal holidays, except in cases of emergency as determined and approved by the appropriate City official. The only exception to this restriction should be inaudible underground tunneling activity.
- N-9** Driving of piles in the Rio Hondo Channel vicinity shall be permitted only during the hours between 9:30 a.m. and 4:00 p.m., Monday through Saturday, and shall not be permitted on legal holidays.
- N-10** The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
- N-11** No project-related public address, paging, two-way radio, or music system shall be audible at any adjacent receptor.
- N-12** The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to LACDPW shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- N-13** The contractor shall develop a project noise control plan, which shall have been approved and implemented prior to commencement of any construction activity.
- N-14** Noise control features and plans shall be reviewed and approved by a noise control engineering professional.

Chapter 2.2: Physical Environment

- N-15** Contract incentives may be offered to the construction contractor to minimize or eliminate noise complaints resulting from project activities.
- N-16** The erection of temporary soundwall barriers shall be considered where project activity is unavoidably close to noise-sensitive receptors.
- N-17** Planting of trees and shrubbery, while useful for visual screening, is not an effective noise control mechanism and is not considered an abatement/mitigation measure for noise impacts.
- N-18** Temporary relocation shall be offered to “day sleepers” and other persons demonstrating hardship when pile driving is being conducted within 91 meters (300 feet) of their respective dwellings. Temporary relocation may not be necessary if a vibratory pile hammer can be used exclusively in lieu of an impact hammer.
- N-19** Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions (that provide limits on construction noise levels) shall be applied and enforced by the contracting agency on the project contractor(s).
- N-20** Arrange noisiest operations together in the construction program to avoid continuing periods of annoyance.
- N-21** If practicable, implement project noise abatement features prior to construction.

2.2.6.5 References

- Barry, T.M. and Reagan, J.A., FHWA Highway Traffic Noise Prediction Model, Report number FHWA-RD-77-108, Federal Highway Administration, December 1978.
- Beranek, Leo L., ed. 1971. Noise and Vibration Control. McGraw-Hill, Inc. New York, NY.
- Beranek, L.L. and I.L. Ver, eds. 1992. Noise and Vibration Control Engineering. John Wiley & Sons, Inc. New York, NY.
- Bolt, Beranek, and Newman, Inc. 1973. Fundamentals and Abatement of Highway Traffic Noise. U.S. Department of Transportation Contract Number DOT-FH-11-7976, Office of Environmental Policy, Federal Highway Administration.
- Bowlby, William. April 8, 1998. Bowlby & Associates. Personal communication- noise model performance and calibration adjustment.
- California Department of Transportation (Caltrans). Traffic Noise Analysis Protocol for New Highway Construction and Highway Reconstruction Projects, October, 1998.
- California Department of Transportation (Caltrans). Technical Noise Supplement, October, 1998.
- California Department of Transportation (Caltrans). Caltrans Project Development Procedures Manual, Chapter 30, Highway Traffic Noise Abatement Section 1 “General Policy” and Section 2 “New Highway Construction or Reconstruction”, January 1997.

Chapter 2.2: Physical Environment

- California Department of Transportation (Caltrans). Caltrans Highway Design Manual, Chapter 1100, Highway Traffic Noise Abatement, February 1995.
- Diehl, George M., ed. 1973. Machinery Acoustics. John Wiley & Sons, Inc. New York, NY.
- Federal Highway Administration. 23 CFR Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise -- Final rule. Federal Register, Vol. 47, No. 131, 8 July 1982.
- Gill, H.S., (March-April) 76-83, 1983. "Control of Impact Pile Driving Noise and Study of Alternative Techniques". Noise Control Engineering Journal, Institute of Noise Control Engineering, Poughkeepsie, NY.
- Greene, R., Greene, M, Pirie, R., 2002. "Comparison of Pile-driver Noise and Vibration from Various Pile-driving Methods and Pile Types". Proceedings of InterNoise, Dearborn, MI.
- Harris, Cyril M., ed. 1979. Handbook of Noise Control. Second Edition. McGraw-Hill, Inc. New York, NY.
- Harris, Cyril M., ed. 1991. Handbook of Acoustical Measurements and Noise Control. Third Edition. McGraw-Hill, Inc. New York, NY.
- Hassall, J.R. and K. Zaveri. 1988. Acoustic Noise Measurements. Fifth Edition. Brüel and Kjær Instruments, Inc. Copenhagen, Denmark.
- Montebello, City of. 1996. Noise Control Ordinance No. 2143 § 2. (Municipal Code Title 9, Chapter 9.08 et. seq.). Montebello, CA.
- Montebello, City of. 1999. Beverly Boulevard Widening – Phase III, Project Study Report.
- Office of Environmental Policy, Noise and Air Analysis Division, Federal Highway Administration, Discussion Paper: "Appropriate Level of Highway Traffic Noise Analysis for CE, EA/FONSI, and EIS:" June 1989.
- Peterson, A.P.G. and E. Gross, Jr. 1972. Handbook of Noise Measurement. Seventh Edition. General Radio Company. Concord, MA.
- Pirie, Rachel, Greene, M. and Greene, R. September, 2000. *Pile Driver Noise Control for the Wyckoff / Eagle Harbor Superfund Site Including Comparisons to Non-Local Noise Limits*. Report prepared for U.S. Army Corps of Engineers, Seattle District.
- United States Congress, National Environmental Policy Act of 1969; P.L. 91-190, January 1, 1970.
- URS. 2003. Noise Study Report Beverly Boulevard Phase III Widening, August 2003.
- U.S. Department of Interior, Bureau of Reclamation. January 2002. *Ambient and Construction Sound and Vibration Levels [from pile driving] at Tracy Fish Collection Facility and Environs, Final Report*. (prepared under contract by URS Corporation). Denver, CO.
- U.S. Department of Labor, Occupational Safety and Health Administration, Office of Information. 1980. Noise Control. Washington, DC.

Chapter 2.2: Physical Environment

- U.S. Department of Transportation, Federal Highway Administration, Office of Environmental July 1982. 23 CFR Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise – Final Rule. Federal Register, Vol. 47, Number 131. Washington, DC
- U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, Noise and Air Analysis Division (FHWA HEP-41). June, 1995. Highway Traffic Noise Analysis and Abatement. Washington, DC
- U.S. Department of Transportation, Federal Highway Administration (FHWA), April, 1982. Noise Barrier Cost Reduction Procedure STAMINA 2.0/OPTIMA: Users Manual., Report No. FHWA-DP-58-1. Washington, DC
- U.S. Department of Transportation, Federal Transit Administration, April, 1995. DOT-T-95-16. Transit Noise and Vibration Impact Assessment. (Prepared under contract by Harris, Miller, Miller and Hanson). Burlington, MA.
- U.S. Environmental Protection Agency (USEPA), 1971, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. (Prepared under contract by Bolt, et. al., Bolt, Beranek & Newman, Boston, MA). Washington, DC
- Zeuzem, Victor. April 30, 1998. Caltrans District 4. Personal communication- noise model performance and calibration adjustment.

2.2.7 ENERGY

The proposed project consists of the widening of an existing roadway and replacement of an existing bridge within a fully-developed urban environment and would not induce population or community growth. Due to the “replacement” nature of the project, no measurable net additional uses of non-renewable or other energy sources would occur as a result of the project.

During construction, additional gasoline and diesel-fueled construction vehicles and equipment would be utilized at the project site, as well as some electric-powered construction equipment. The number of vehicles and equipment utilized during construction would be typical of a small-to-medium scale construction project and would be temporary in nature. As such, fossil fuel consumption and electrical power utilized as a result of construction activities would be negligible. Therefore, an analysis of potential effects upon energy resources is not considered relevant to the scope of this environmental assessment.

2.3 BIOLOGICAL ENVIRONMENT

The environmental resource areas listed below are discussed in Section 2.3 Biological Environment, of this document.

- 2.3.1 Wetlands and Other Waters of the United States
- 2.3.2 Vegetation / Wildlife / Threatened & Endangered Species

Both project design Alternatives 1 and 2 would result in the exact same environmental consequences. As such, the discussion regarding *Affected Environment* and *Environmental Consequences* presented for each resource area applies to both project design Alternatives 1 and 2.

2.3.1 WETLANDS AND OTHER WATERS OF THE UNITED STATES

2.3.1.1 Regulatory Setting

There are no wetlands within the project area. Rio Hondo Channel is a concrete lined channel at the location of the proposed project, under the jurisdiction of the United States Army Corp of Engineers. See section 2.3.2 of this document.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated before construction begins:

- California Department of Fish and Game (CDFG): Section 1601 Streambed Alteration Permit Agreement.
- Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel, however, this activity is not anticipated at this time); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

Compliance with the requirements of the above-listed permits and approvals would ensure that the project does not impose any significant impacts on the Rio Hondo Channel.

2.3.1.2 Affected Environment

There are no wetlands within the project area. Rio Hondo Channel is a concrete lined channel at the location of the proposed project, under the jurisdiction of the United States Army Corps of Engineers. See section 2.3.2 of this document for a summary of the Biological Resources Survey Report prepared for this project (URS 2003).

2.3.1.3 Environmental Consequences

See section 2.3.2.3.

2.3.2 VEGETATION / WILDLIFE / THREATENED & ENDANGERED SPECIES

2.3.2.1 Regulatory Setting

Definition of Direct Impacts. Impacts on biological resources result from their alteration, disturbance, or destruction of the resources during the course of, and because of, project implementation. Examples of direct impacts include removing and grading vegetation, filling wetland habitats, or severing or physically restricting the width of wildlife linkages. Other direct impacts may include loss of foraging or nesting habitat and individual organisms because of habitat clearing.

Definition of Indirect Impacts. Examples of indirect impacts include elevating the levels of ambient noise or lighting, changing surface-water hydrology within a flood plain, and increasing erosion or sedimentation downstream from a project site. These impacts may adversely affect the breeding and foraging behavior of nearby wildlife. Indirect impacts can also affect the health of vegetative communities and their use by sensitive animals, both on the project site and offsite.

Definition of Permanent and Temporary Impacts. Permanent impacts may result in irreversible damage on biological resources. Temporary impacts are interim changes in the local environment due to construction that would not extend beyond project-associated construction.

Beverly Boulevard Project Area Regulatory Setting

As part of the Biological Resources Survey Report (URS 2003) conducted for the project, Rare Find 2002 California Natural Diversity Database (CNDDDB) was queried for records of plant and animal species and habitats that are considered sensitive according to the United States Fish and Wildlife Service (USFWS), California Native Plant Society (CNPS), and the California Department of Fish and Game (CDFG) in the El Monte, Whittier, Los Angeles, and South Gate, U.S.G.S. 7.5' Minute Quadrangles. The CDFG Lists of Special Animals (July 2002) and Special Vascular Plants, Bryophytes, and Lichens (July 2002) were also consulted to identify other sensitive species with potential to occur on within the vicinity of the proposed project.

Nesting birds that may occur in the project area, including raptors but excluding several pest species, are protected under the Migratory Bird Treaty Act.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], and before construction begins, it is anticipated that a California Department of Fish and Game (CDFG) Section 1601 Streambed Alteration Permit Agreement would be secured. Compliance with the requirements of the permit would ensure that the project does not impose any significant impacts to potential biological habitat along the Rio Hondo Channel.

The Biological Resources Survey Report completed for the project concludes that the Beverly Boulevard project site is not likely to support sensitive plants or animals; however, there is a limited potential for direct and indirect impacts on migratory birds and raptors as a result of the proposed project (URS 2003).

Chapter 2.3: Biological Environment

Table 2.3.2-1 lists the findings of the sensitive species biological survey conducted for the project, as well as the regulatory status of each listed species.

Table 2.3.2-1. Potential Occurrence of Sensitive Species (CNDDDB) in the Beverly Boulevard Project Area

Common Name	Scientific Name	Regulatory Status	Habitat	Likelihood of Occupying Adjacent Habitat
Amphibians				
California Red Legged Frog	<i>Rana aurora draytonii</i>	Fed: Threatened State: None NDDDB: G42T3S2S3 DFG: CSC	Prefers shorelines with extensive vegetation., including quiet pools of streams, marshes, and occasionally ponds.	None Habitat is absent within project survey boundaries.
Southwestern Pond Turtle	<i>Clemmys marmorata pallida</i>	Fed: SC State: None NDDDB: G3-G4 S2 DFG: CSC, Protected (full species) FS: Sensitive BLM: Sensitive	Water bodies below 6,000 ft with basking sites provided by submerged logs, vegetation mats, or open mud banks.	None Habitat is absent within project survey boundaries.
Western Spade Foot	<i>Scaphiopus hammondii</i>	Fed: FSC State: None NDDDB: G3 S3 CDFG: SC	Primarily a lowland species that is found in washes, floodplains of rivers, alluvial fans, playas, and alkali flats. It also ranges into foothills and mountains. Prefers open vegetation and short grasses with sandy or gravelly soil. Found in valley and foothill grasslands, open chaparral, and pine-oak woodlands.	None Habitat is absent within project survey boundaries.
Reptiles				
San Diego Banded Gecko	<i>Coleonyx variegatus abbotti</i>	Fed: None State: None CNDDDB: G5T3T4S2S3	Prefers pinyon Juniper or mixed chaparral habitat, but is most abundant in sandy flats and desert washes.	None Habitat is absent within project survey boundaries.
San Diego Horned Lizard	<i>Phrynosoma coronatum blainvillei</i>	Fed: None State: None NDDDB: G4 S3 DFG: CSC, Protected (full species)	Habitat associations include coastal sage scrub and chaparral in arid and semi-arid climates with friable, rocky, or shallow sandy soils. The subspecies found in southern California, <i>blainvillii</i> , is distributed throughout the foothills and coastal plains from Los Angeles area to northern Baja California.	Unlikely No chaparral or coastal sage scrub vegetation observed on site.

Chapter 2.3: Biological Environment

Common Name	Scientific Name	Regulatory Status	Habitat	Likelihood of Occupying Adjacent Habitat
Birds				
Least Bell's Vireo	<i>Vireo bellii pusillus</i>	Fed: Endangered State: Endangered NDDB: G5T2S2 DFG: None PIF: Watch list FWS: MNBMC	Found only in riparian woodlands in southern California, with the majority of breeding pairs in San Diego, Santa Barbara, and Riverside Counties.. Restricted to riparian woodland and is most frequent in areas that combine an understory of dense young willows or mule fat with a canopy of tall willows.	Unlikely Whittier Narrows Recreational Park, which supports habitat for Least Bell's Vireo, is located 3 miles to the Southeast.
Western Yellowed-Billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	Fed: None State: SE NDDB: G5T3 S1	Can be found in forest to open woodlands, those areas with dense undergrowth such as parks, riparian woodlands and thickets are considered their favored habitats.	Unlikely Whittier Narrows Recreational Park, which supports habitat for Least Bell's Vireo, is located 3 miles to the Southeast.
Mammals				
Desert Woodrat	<i>Neotoma lepida</i>	Fed: None State: None NDDB: G5T3S3 DFG: CSC	Prefers Pinyon-Juniper, mixed chamis-redshank chaparral, sagebrush, and most desert habitats.	None Habitat is absent within project survey boundaries
Fringed Myotis	<i>Myotis thysanodes</i>	Fed: FSC State: None NDDB: G4G5S4 BLM: Sensitive	Optimal habitats are Pinyon-Pine Juniper, valley foothill hardwood and hardwood conifer, generally at 1300-2000m.	None Habitat is absent within project survey boundaries
Long Eared Myotis	<i>Myotis evotis</i>	Fed: FSC State: None NDDB: G5S4 BLM: Sensitive	This species has been found in nearly all brush, woodland, and forest habitats, from sea level to at least 2700 mm but coniferous forests are preferred.	None Habitat is absent within project survey boundaries
Long legged Myotis	<i>Myotis volans</i>	Fed: FSC State: None NDDB: G5S4 BLM: Sensitive	This species is most common in woodlands and forests above 1200 m. Also forages in chaparral, coastal scrub, Great Basin scrub habitats.	None Habitat is absent within project survey boundaries
Southern Grasshopper Mouse	<i>Onychomys torridus ramona</i>	Fed; FSC State: None NDDB: G5T3S3 DGF: CSC	Alkali desert scrub and desert scrub habitats are preferred. Also occurs in coastal scrub, mixed chaparral, sage brush, low sage, and bitterbrush habitats.	None Habitat is absent within project survey boundaries

Chapter 2.3: Biological Environment

Common Name	Scientific Name	Regulatory Status	Habitat	Likelihood of Occupying Adjacent Habitat
Yuma Myotis	<i>Myotis yumanesis</i>	Fed: FSC State: None NDDB: G5S4 BLM: Sensitive	Optimal habitat is open forests and woodlands, also prefers caves, tunnels, or buildings in arid areas. This species usually feeds over water such as ponds or streams	None Habitat is absent within project survey boundaries
Plants				
Brand's Phacelia	<i>Phacelia stellaris</i>	Fed: None State: None NDDB: G1G2 S1.1 CNPS: 1B	Prefers coastal scrub and coastal dunes. Distributed in southern California and Baja Mexico.	None Habitat is absent within project survey boundaries.
California orcutt grass	<i>Orcuttia californica</i>	Fed: Endangered State: Endangered NDDB: G2S2.1 CNPS: 1B	Vernal pools from southern California and Baja.	None
Coutler's Goldfields	<i>Lasthenia glabrata</i> ssp <i>coulteri</i>	Fed: None State: None NDDB: G4 S2.1 CNPS: 1B	This species occurs in tidal marsh areas near the coast at the extreme upper end of tidal inundation. It has also been noted on the periphery of vernal pools such as near Miramar Airfield. Coulter's Goldfields utilizes alkaline marshes in the inland valleys of western Riverside County; <i>Frankenia salina</i> may grow nearby.	None Habitat is absent within project survey boundaries.
Davidson's Saltscale	<i>Atriplex serenana</i> var <i>davidsonii</i>	Fed: None State: None G5 S2 CNPS 1B	Inhabits coastal bluff scrub, and coastal scrub with alkaline soil within Southern California. .	None Habitat is absent within project survey boundaries.
Los Angeles Sunflower	<i>Helianthus nuttallii</i> ssp <i>parishii</i>	Fed: None State: None NDDB: G5 CNPS 1A	Prefers marshes and swamps less than 500 m. Presumed extinct.	None Habitat is absent within project survey boundaries.
Many-Stemmed Dudleya	<i>Dudleya multicaulis</i>	Fed: None State: None NDDB: G2 S2.1 CNPS: 1B	Associated with clay soils in barrens, rocky laces, or thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass . Majority of the population are associated with coastal sage or open coastal sage scrub	None Habitat is absent within project survey boundaries.

Chapter 2.3: Biological Environment

Common Name	Scientific Name	Regulatory Status	Habitat	Likelihood of Occupying Adjacent Habitat
Parish's Gooseberry	<i>Ribes Divaricatum</i> var <i>parishii</i>	Fed: None State: None NDDB: G4 S1.1 CNPS: 1B	Inhabitant of shaded canyons and stream banks at low elevations (<2000 ft./610 m) from southern California to British Columbia. The species is more or less continuous in its distribution from Santa Barbara County northward, but the populations in Los Angeles and San Bernardino Counties are widely disjunct and probably long isolated from the rest of the species.	None Habitat is absent within project survey boundaries.
Plummer's Mariposa Lily	<i>Calochortus plummerae</i>	Fed: None State: None NDDB: G3 S3.2 CNPS: 1B	Occurs on rocky and sandy sites, usually granitic or alluvial material within Coastal scrub, Chaparral, Valley and Foothill Grassland, Cismontane Woodland, lower Montane Coniferous Forest.	None Habitat is absent within project survey boundaries.
Prostrate Navarretia	<i>Navarretia prostrata</i>	Fed: FSC State: None NDDB: G2 S2.1 CNPS: 1B	Inhabits coastal scrub, valley and foothill grasslands, and vernal pools.	None Habitat is absent within project survey boundaries.
Orcutt's Linanthus	<i>Linanthus orcutti</i>	Fed: None State: None NDDB: G4 S2.3 CNPS: 1B	Prefers Chaparral, and lower Montane Coniferous Forest.	None Habitat is absent within project survey boundaries.
Southern Skullcap	<i>Scutellaria bolanderi</i> ssp <i>austromontana</i>	Fed: None State: None NDDB: G4T2 S2.2 CNPS 1B	Prefers gravelly soils on stream banks within in Chapparral, Cismontane Woodland, and lower Montane Coniferous Forests.	None Habitat is absent within project survey boundaries.
Southern Tarplant	<i>Centromadia parryi</i> ssp <i>australis</i>	Fe: None State: None NDDB: G4 S2.1 CNPS 1B	The Southern Tarplant utilizes valley and foothill grasslands, alkaline locales, and peripheral Salt Marsh.	None Habitat is absent within project survey boundaries.

Notes:

Likelihood of occupancy

*Unlikely = necessary habitat conditions range from poor to not present.

*None = necessary habitat conditions are not present.

Fish and Wildlife Service (Federal)

FE = Endangered (In danger of becoming extant throughout all or a significant portion of its range)

FT = Threatened (Likely to become endangered in the foreseeable future in the absence of special protection).

FC = Federal Candidate (candidate for FT or FE listing)

FSC = Species of Concern (Sufficient information exists which warrants concern over that species status and warrants study)

PFE = Proposed Endangered

California Department of Fish and Game (State)

SE = Endangered (In danger of becoming extant throughout all or a significant portion of its range)

ST = State Threatened (Likely to become endangered in the foreseeable future in the absence of special protection).

SC= State Candidate

CSC = California Special Concern species (Information exists which warrants concern over that species' status and may warrant future listing)

RS = Rare

California Native Plant Society (CNPS) designations:

1A = *Plants presumed extinct in California.*

1B = Plants are rare and endangered in California and throughout their range.

2 = Plants are rare, threatened or endangered in California but more common elsewhere in their range.

3 = Plants about which we need more information; a review list.

4 = Plants of limited distribution; a watch list.

Global Ranking Natural Diversity Database (NDDDB).

The global rank (G-rank) is a reflection of the overall condition of an element throughout its global range.

SPECIES OR NATURAL COMMUNITY LEVEL:

G1 = Less than 6 variable element occurrences (Eos) OR less than 1,000 individuals OR less than 2,000 acres.

G2 = 6-20 Eos or 1,000-3,000 individuals OR 2,000-10,000 acres.

G3 = 21-100 Eos OR 3,000-10,000 individuals OR 10,000-50,000 acres.

G4 = Apparently secure; this rank is clearly lower than G3 but factors exist to cause some concern; i.e., there is some threat, or somewhat narrow habitat.

G5 = Population or stand demonstrably secure to ineradicable due to being commonly found in the world.

S-rank is assigned much in the same way as the G-rank, except state ranks in California also contain a threat designation attaches to the S-rank.

S1 = Less than 6 Eos OR less than 1,000 individuals OR less than 2,000 acres

S1.1 = Very threatened

S1.2 = Threatened

S1.3 = No current threats known

S2 = 6-20 Eos OR 1,000-3,000 individuals OR 2,000-10,000 acres.

S2.1 = Very threatened

S2.2 = Threatened

S2.3 = No Current threats known

S3 = 21-100 Eos or 3,000-10,000 individuals OR 10,000-50,000 acres

S3.1 = Very threatened

S3.2 = Threatened

S3.3 = No Current threats known

S4 = Apparently secure within California; this rank is clearly lower than S3 but factors exist to cause some concern; i.e. there is some threat, or somewhat narrow habitat. No threat rank.

S5 = Demonstrably secure to ineradicable in California. No threat rank.

2.3.2.2 Affected Environment

Beverly Boulevard is bounded by residential homes and commercial businesses to the east, north and south, and the Rio Hondo Channel to the west. Structures located on Beverly Boulevard include the Beverly Hospital, commercial businesses, and residential homes. Portions of the street, not developed with structures or pavement, support ornamental trees, shrubs, ground cover, and low growing weeds and lawns. Other than a few previously cleared vacant lots and one park area, Beverly Boulevard does not support open areas of natural vegetation or wildlife habitat. The upper banks of the concrete Rio Hondo Channel support ornamental trees, low growing weeds, and shrubs. Grant Rea Park is located at the corner of Beverly Boulevard and Rea Drive, and is developed with ornamental trees and lawns. Rio Hondo Park, located approximately 0.25 mile southwest of Beverly Boulevard, also supports ornamental trees and lawns. Seven developed school facilities are located within 1 mile of the site. These schools are paved or landscaped with grasses and other nursery stock.

Whittier Narrows Recreation Area is located approximately 3 miles northwest of the site. This large regional recreation area is situated between the San Gabriel and Rio Hondo Rivers and is developed with a combination of surface waters (lakes and rivers), extensive riparian vegetation, and open fields, all of which attract and support a wide variety of wildlife species. Staff from the Recreation Area report 297

Chapter 2.3: Biological Environment

species of birds, of which 100 are categorized by the Nature Center as “rare,” although this is an unofficial designation. Because Whittier Narrows Recreational Facility is approximately 3 miles from the project site, and the project lacks any relevant linkages, natural habitats, or open spaces, the proposed project will not have an effect on biological resources supported by the nature center.

Because the Beverly Boulevard project site and vicinity have been urbanized for approximately 30 years, essentially eliminating native biological populations and habitats within 1 mile of the site (refer to Table 2.3.2-1), the Biological Survey was conducted on a qualitative basis.

2.3.2.3 Environmental Consequences

Biological Resources

Due to the urbanized nature of the project area, significant impacts to biological resources are not anticipated, and protocol surveys are assumed unnecessary. A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of candidate, sensitive, or special status species in the project vicinity, and the potential for such sensitive species to occur in the project area is considered low, due to the lack of available suitable habitat (refer to Table 2.3.2-1).

The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel. The Rio Hondo Channel is lined with concrete at the location of the Beverly Boulevard bridge overcrossing, so riparian habitat is not present in the Channel at or near the location of the proposed project.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], and before construction begins, it is anticipated that a California Department of Fish and Game (CDFG) Section 1601 Streambed Alteration Permit Agreement would be secured. Compliance with the requirements of the permit would ensure that the project does not impose any significant impacts to potential biological habitat along the Rio Hondo Channel.

Wetlands

The bridge widening portion of the proposed project would include work at the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence wetlands in the project vicinity. After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated before construction begins:

- California Department of Fish and Game (CDFG): Section 1601 Streambed Alteration Permit Agreement.

Chapter 2.3: Biological Environment

- Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel, however, this activity is not anticipated at this time); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

Compliance with the requirements of the above-listed permits and approvals would ensure that the project does not impose any significant impacts on the Rio Hondo Channel.

Wildlife Corridors

A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of terrestrial migratory wildlife corridors or wildlife nursery sites in the project vicinity. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. The proposed bridge widening would require construction work within the Rio Hondo Channel. The support structures of the proposed new bridge over the Rio Hondo Channel have been designed to ensure no significant alteration of water flow or carrying capacity in the channel.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], and before construction begins, it is anticipated that a California Department of Fish and Game (CDFG) Section 1601 Streambed Alteration Permit Agreement would be secured. Compliance with the requirements of the permit would ensure that the project does not impose any significant impacts to potential biological habitat along the Rio Hondo Channel.

Local Policies and Ordinances

A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of sensitive biological resources in the project vicinity. The widening of Beverly Boulevard would require the removal and replacement of approximately 76 trees along the roadway alignment. Most of the impacted trees are located within the right-of-way of the existing sidewalks and maintained by the City of Montebello. The project would include a landscape plan, in accordance with City of Montebello standards, to ensure that trees removed to accommodate construction are replaced.

The following Mitigation Measures would be applied to the project.

- VA-2** Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello. *[Note: This mitigation measure is specified in section 2.1.8 (Visual/Aesthetics) of this document.]*

- B-2** If demolition or construction activities are to begin during the breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows, a qualified biologist shall conduct weekly bird surveys starting thirty days prior to disturbance of nesting habitat.
- B-3** If possible, avoid or cease demolition and construction activities within 300 feet of nesting migratory birds (within 500 feet for raptors), until the young birds have fledged, as determined by the project biologist.

Adopted Plans

There is no local habitat conservation plan applicable to the project area. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. Because the Rio Hondo Bridge is known to support nesting Cliff Swallows, a migratory bird, a pre-construction survey and nest clearance conducted by a qualified biologist before the Cliff Swallow breeding season (early to mid-February 1 through August 31) would eliminate the likelihood of violations of the Migratory Bird Treaty Act.

Although the Rio Hondo Bridge is unlikely to support sensitive bats, judged on the lack of evidence of bat guano beneath the bridge at the time of the February 2003 field survey, it is possible that bats could occupy the bridge structure at different times of the year and/or occupy areas of the bridge structure that were inaccessible during the survey. Mitigation has been designed to reduce potential indirect or direct impacts on any sensitive bat species. This includes a qualified mammalogist conducting a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel. If bats are identified within the Beverly Boulevard bridge, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). Additionally, a qualified biologist shall be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and after construction.

The following mitigation measures have been designed to reduce potential adverse project-related impacts with respect to violations of the Migratory Bird Treaty Act and potential impacts to any sensitive bat species:

Mitigation Measures:

- B-1** Schedule demolition or construction activities outside the active bird breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows. This would also serve to protect any nursing colonies of bats that may utilize the bridge structure. If it is not feasible to avoid demolition or construction activities during the months of March through August, to reduce potential indirect impacts on nesting migratory birds, sensitive raptors, or roosting bats, a pre-construction survey shall be conducted by a qualified biologist to identify the location of nesting migratory birds and sensitive raptors, and to verify that eggs are not present.

- B-2** If demolition or construction activities are to begin during the breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows, a qualified biologist shall conduct weekly bird surveys starting thirty days prior to activities in proximity to nesting habitat.
- B-3** Avoid or cease demolition and construction activities within 300 feet of nesting migratory birds (within 500 feet for raptors), until the young birds have fledged, as determined by the project biologist.
- B-4** If demolition or construction within 300 feet of nesting sites for migratory birds (within 500 feet for raptors) cannot be avoided or scheduled outside of the nesting season, then as directed by a qualified biologist, nesting deterrents will be implemented beginning by January 15 and maintained through July 15. Deterrents may include:
- Placing thick plastic sheeting (e.g. Visqueen) over soil substrate that may be used by ground nesting birds, such as Killdeer.
 - Placing reflective ribbon, random noise blasters (i.e., air-horn, audio tape) in select areas where nearby human occupants would not be disturbed, perch blocks (i.e., nest covers, tarps, rail spikes, fencing) on site structures to prevent birds from locating nests or roosts in planned demolition and/or construction areas.
- B-5** To reduce potential indirect or direct impacts on sensitive bat species, a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel shall be conducted by a qualified mammalogist to identify the roosting locations of any sensitive bat species.
- B-6** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). The specific type of exclusionary device(s) to be used would be determined by a qualified biologist.
- B-7** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, a qualified biologist will be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and after construction. The County will follow the recommendations of the qualified biologist in this matter.

23.2.4 Avoidance, Minimization, and Compensation Measures

No sensitive plant or animal species were observed within the project survey area; however, because raptors and migratory birds may nest within and adjacent to the proposed site, the following mitigation measures would avoid, reduce, or eliminate impacts upon biological resources.

Chapter 2.3: Biological Environment

- B-1** Schedule demolition or construction activities outside the active bird breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows. This would also serve to protect any nursing colonies of bats that may utilize the bridge structure. If it is not feasible to avoid demolition or construction activities during the months of March through August, to reduce potential indirect impacts on nesting migratory birds, sensitive raptors, or roosting bats, a pre-construction survey shall be conducted by a qualified biologist to identify the location of nesting migratory birds and sensitive raptors, and to verify that eggs are not present.
- B-2** If demolition or construction activities are to begin during the breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows, a qualified biologist shall conduct weekly bird surveys starting thirty days prior to activities in proximity to nesting habitat.
- B-3** Avoid or cease demolition and construction activities within 300 feet of nesting migratory birds (within 500 feet for raptors), until the young birds have fledged, as determined by the project biologist.
- B-4** If demolition or construction within 300 feet of nesting sites for migratory birds (within 500 feet for raptors) cannot be avoided or scheduled outside of the nesting season, then as directed by a qualified biologist, nesting deterrents will be implemented beginning by January 15 and maintained through July 15 as necessary. Deterrents may include:
- Placing thick plastic sheeting (e.g. Visqueen) over soil substrate that may be used by ground nesting birds, such as Killdeer.
 - Placing reflective ribbon, random noise blasters (i.e., air-horn, audio tape) in select areas where nearby human occupants would not be disturbed, perch blocks (i.e., nest covers, tarps, rail spikes, fencing) on site structures to prevent birds from locating nests or roosts in planned demolition and/or construction areas.
- B-5** To reduce potential indirect or direct impacts on sensitive bat species, a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel shall be conducted by a qualified mammalogist to identify the roosting locations of any sensitive bat species.
- B-6** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). The specific type of exclusionary device(s) to be used would be determined by a qualified biologist.
- B-7** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, a qualified biologist will be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and

after construction. The County will follow the recommendations of the qualified biologist in this matter.

2.3.2.5 References

- Alsop III, Fred J. 2001. Birds of North America, Western Region. Smithsonian Handbook. DK Publishing, Inc., New York.
- [CDFG] California Department of Fish and Game. 2002. Rare Find Full Expanded Report –El Monte, Whittier, South Gate, and Los Angeles, California. California Department of Fish and Game, Natural Diversity Data Base.
- [CDFG] California Department of Fish and Game. 1988. California's Wildlife Volume 1, Amphibians and Reptiles. State of California. The Resource Agency Department of Fish and Game, Sacramento, California.
- [CDFG] California Department of Fish and Game. 1988. California's Wildlife Volume 3, Mammals. State of California. The Resource Agency Department of Fish and Game, Sacramento, California.
- Hall, R E. 1981. The Mammals of North America. Vol 1, 2nd Edition. John Wiley & Sons, Inc. New York.
- Hickman, J.C. (editor) 1993. The Jepson Manual: Higher Plants of California. University of California Press, Berkeley, California.
- Holland, R.F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. State of California, The Resources Agency..
- Ingles, L. G. 1965. Mammals of the Pacific States-California, Oregon, Washington. Stanford University Press. 663 p.
- Jennings, M. R. and M. P. Hayes. 1994. Amphibian and Reptile Species of Special Concern in California. California Department of Fish and Game, Inland Fisheries Division, Rancho Cordova, CA..
- Kimball, G. and Dunn, J. 1981. Birds of Southern California. Los Angeles Audubon Society.41-67p
- McMinn, Howard. 1939. An Illustrated Manual of California Shrubs. University of California Press. Berkeley..
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712; Ch.128; July 13, 1918; 40 Stat. 755)
- Moyle, P. B., R. M Yoshiyama, J. E. Williams, and E. D. Wikramanayake. 1995. Fish Species of Special Concern in California. Second Edition. The Resources Agency, Department of Fish and Game, Inland Fisheries Division, Rancho Cordova..
- Sawyer and Keeler-Wolf. 1995. A Manual of California Vegetation. California Native Plant Society. California Native Plant Society. Sacramento..
- Schoenherr, Allan A. 1992. A Natural History of California. University of California Press, Berkeley.

Chapter 2.3: Biological Environment

- Scientific Style and Format. 1994. The CBE Manual for Authors, Editors, and publishers. Cambridge University Press. New York..
- Sibley, D.A. 2000. National Audubon Society - The Sibley Guide to Birds. Alfred A. Knopf, New York.
- Stebbins, R.C. 1985. A field guide of western reptiles and amphibians. Second edition, revised. Houghton Mifflin Company, Boston, Massachusetts.
- URS. 2003. Biological Resources Survey Report, Beverly Boulevard Phase III Widening, August 2003.
- U. S. Geological Society, 7.5 Minute El Monte, Whittier, Los Angeles, and South Gate, California Quadrangles.
- Wilson, D.E., and F.R. Cole. 2000. Common Names of Mammals of the World. Smithsonian Institution Press, Washington, D.C.
- Zeiner, D.C., W. F. Laudenslayer Jr., and K.E. Mayer. 1990. California Statewide Wildlife Habitat Relations System.

Chapter 2.4: Cumulative Impacts/Mandatory Findings of Significance

2.4 CUMULATIVE IMPACTS / MANDATORY FINDINGS OF SIGNIFICANCE

2.4.1 ENVIRONMENTAL CONSEQUENCES

The proposed project comprises the widening of an existing roadway and replacement of an existing bridge in an urban environment. No significant impacts to biological resources are anticipated as a result of the project. Impacts to archaeological resources as a result of excavation activities in the bridge area are considered less than significant with the incorporation of specified mitigation measures.

With the specified mitigation measures implemented, the proposed project would potentially generate less than significant impacts related to air quality, cultural resources, noise, and population and housing. Construction activities associated with the project may cause temporary, less than significant impacts upon air quality, traffic, noise, and population and housing that could result in adverse direct or indirect effects on human beings. Because project construction activities would be temporary and mitigation measures would be applied, the level of impacts upon humans is anticipated to be less than significant.

There are no known other significant or large-scale projects in progress or planned in the proposed project area that would result in significant cumulative impacts.

Cumulative Air Quality Impacts

Although there are no known other significant or large-scale projects in progress or planned in the proposed project area, the proposed Beverly Boulevard expansion/bridge replacement and other (unknown) small-scale development projects in the general vicinity of the project area may be simultaneously under construction. Depending on construction schedules of the proposed project and other (unknown) small-scale projects in the area, fugitive dust and pollutant emissions generated during construction may result in substantial short-term increases in air pollutants, which would contribute to short-term cumulative air quality impacts. However, the implementation of the Best Available Control Measures (BACMs) during site grading activities would further reduce fugitive dust emissions.

Currently, the South Coast Air Basin (Basin) is in non-attainment for O₃, CO (technically), and PM₁₀. Construction of the proposed Beverly Boulevard expansion, in conjunction with other planned developments within the cumulative study area and the subregion, would contribute to the existing non-attainment status in the Basin. The growth assumptions used to determine future baseline conditions in the 1999 Amended Air Quality Management Plan (AQMP) included construction of the proposed project; however, any development results in additional emissions, which must be offset by control strategies outlined in the 1999 Amended AQMP. Thus, the control strategies outlined in the 1999 Amended AQMP are to be adequately implemented, or the proposed project would exacerbate non-attainment of air quality standards within the subregion and Basin and contribute to adverse cumulative air quality impacts.

During the construction of the proposed Beverly Boulevard expansion, all applicable and feasible pollutant control strategies outlined in the most recently-adopted AQMP would be adhered to. With the implementation of the required pollutant control strategies and the mitigation measures specified in this

Chapter 2.4: Cumulative Impacts/Mandatory Findings of Significance

document, the proposed project would potentially generate less than significant cumulative impacts related to air quality.

3.0 COMMENTS AND COORDINATION

Please see appendices F and G.

4.0 LIST OF PREPARERS

Amy Walston
Senior Project Planner
URS Corporation

Charles Smith, AICP
Project Principal
URS Corporation

Court Morgan
Environmental Planner
URS Corporation

Paul Nguyen
Air Quality Scientist
URS Corporation

Rob Greene
Manager, Noise and Vibration
URS Corporation

Jeff Rice, AICP
Senior Project Planner
URS Corporation

Rachel Pirie
Noise and Vibration Scientist
URS Corporation

Alex Wesson
Archaeologist
URS Corporation

Joseph Czech
Noise and Vibration Scientist
URS Corporation

Linda Wales
Hazardous Materials Scientist
URS Corporation

Mari Piantka
Senior Planner
URS Corporation

Richard Friesen
Senior Project Biologist
URS Corporation

Noel Casil
Traffic Engineer
URS Corporation

Phil Richards
Biologist
URS Corporation

5.0 SECTION 4(F) RESOURCE ANALYSIS

5.1 REGULATORY SETTING

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 states that the Federal Highway Administration “may approve a transportation program or project requiring publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if there is no prudent or feasible alternative to using that land and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use “ (49 U.S.C. 303).

A “use” of a section 4(f) resource, as defined in “Title 23, Code of Federal Regulations, Part 771.135(p),” occurs:

- (1) when land is permanently incorporated into a transportation facility;
- (2) when there is a temporary occupancy of land that is adverse in terms of the statute’s preservationist purposes; or
- (3) when there is a constructive use of land. A constructive use of land occurs when the transportation project does not incorporate land from resources, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:
 - a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
 - b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting, and/or;
 - c) the project results in a restriction on access, which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

A number of court decisions, including Adler v. Lewis, 675 F.2d 1085 (9th Cir. 1982), have established “substantial impairment” as the threshold for constructive use.

5.2 AFFECTED ENVIRONMENT AND POTENTIAL EFFECTS

Publicly-owned Land of Public Parks

The project is located adjacent to Grant Rea Memorial Park (north of Beverly Boulevard, and west of the Rio Hondo Channel) and about one-quarter mile north of Rio Hondo Park (located on the east side of the Rio Hondo Channel). No land from either of these two parks would be temporarily or permanently converted to transportation uses as a result of the project. Figure 5 displays the fence line boundary of Grant Rea Memorial Park in relation to the project limits.

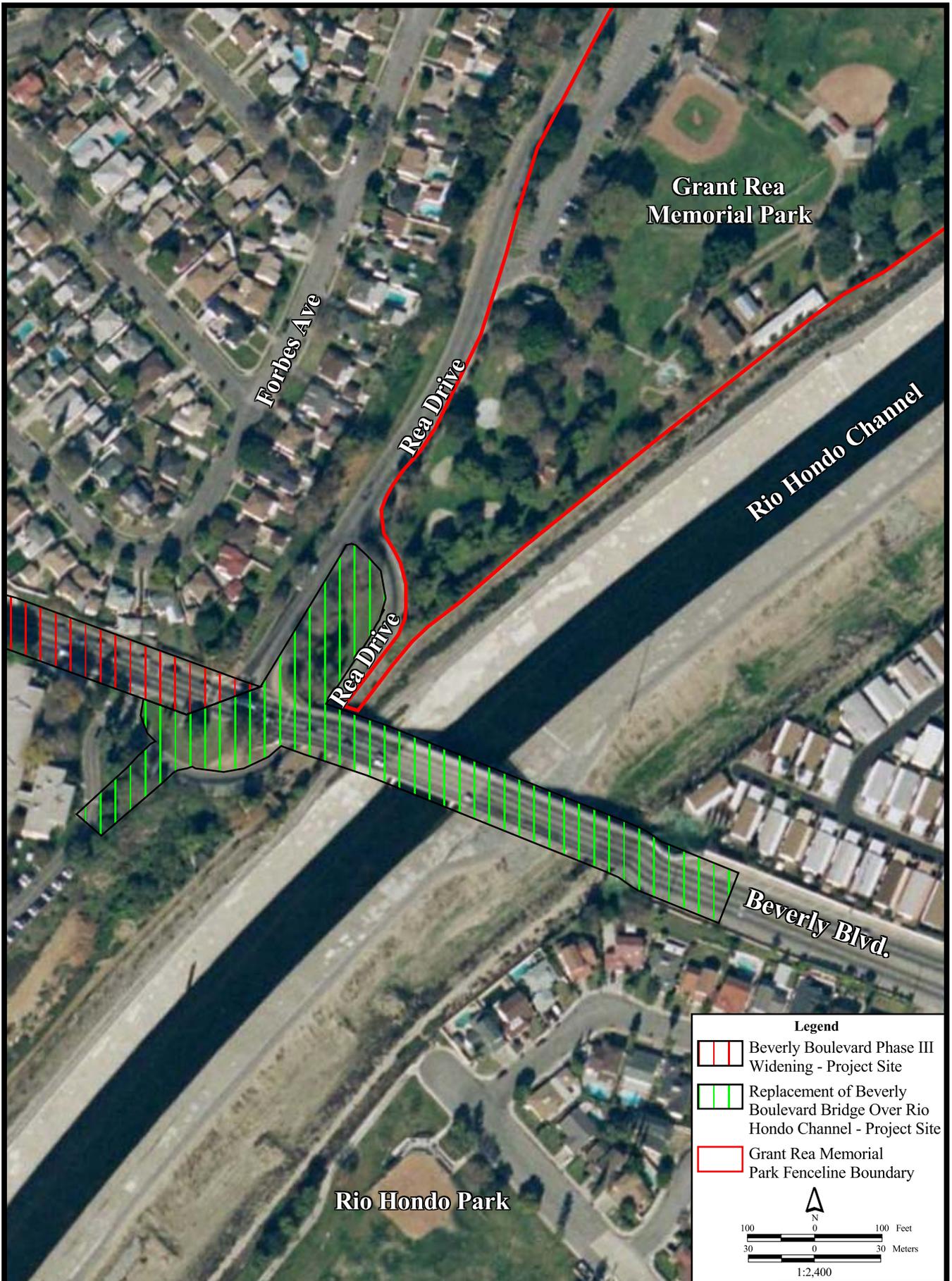
The proposed project includes construction of a new bus turn around, to be located near the northeast corner of Beverly Boulevard and Rea Drive, immediately adjacent to (south of) Grant Rea Memorial Park. The new bus turnaround would be constructed on land currently owned by the City of Montebello. However, the bus turnaround would be constructed on a parcel of land located outside of the boundary of Grant Rea Memorial Park, so no land from the park would be required, permanently or temporarily, to implement the proposed bus turn around.

Access to and Use of Recreation Areas

During construction, traffic lanes along Beverly Boulevard and the bridge over the Rio Hondo Channel, as well as all driveway access areas along the project boundaries, would be maintained open at all times. Construction would require maintaining two traffic lanes open (one lane for each direction) on the bridge. Access to and along Rea Drive, as well as the existing equestrian trail, bike path, and levee access roads under the bridge, would be maintained during construction. As such, there would be no access restrictions, during or after project construction, to any nearby publicly-owned park or recreation area.

In addition, the existing access ramp (located on the south side of the bridge) providing access from Beverly Boulevard to the bike path (that runs parallel to the Rio Hondo Channel) may be modified and reconstructed in the same general location it exists today. This reconstruction of the access ramp would not affect or alter the actual bike path along the Rio Hondo Channel. Access to and along the existing bicycle path would be maintained during construction. As such, there would be no access restrictions, during or after project construction, to and along the bike path, as a result of the project.

Temporary, minor realignment (i.e., realign a few feet from the existing location) of the existing equestrian trail and levee access road (used as a bicycle path) along the Rio Hondo Channel may be required during construction of the new bridge piers [refer to Chapter 2.1.7 (Recreation) for more information regarding the above-referenced recreational trails]. The equestrian trail and bicycle path would be restored in their original locations to original or better condition when bridge construction activities are completed. Ultimately, implementation of the proposed project would not result in a restriction of access that would substantially diminish the utility of these recreational facilities. As such, the project does not present the potential for a "use" of these recreational trail facilities, as defined by Section 4(f) regulations.



Wildlife or Waterfowl Refuges

There is no wildlife or waterfowl refuge within the vicinity of the proposed project. Rio Hondo Channel is a drainage channel lined with concrete in the vicinity of the proposed project. A biological resources survey was conducted as part of the environmental analysis. The survey identified no suitable waterfowl habitat along the Rio Hondo Channel in the vicinity of the proposed project.

Historic Sites

A Historic Property Survey Report (HPSR), which includes an Archaeological Survey Report and a Historic Resource Evaluation Report, was completed for the entire project area. The results of the HPSR are summarized in Chapter 2.1.9 (Cultural Resources/Paleontological Resources) of this IS/EA. The results of the HPSR identified a total of 22 properties within the Architectural Area of Potential Effect, including the Beverly Boulevard Bridge and the Rio Hondo Channel. The HPSR also identified three previously unrecorded historic archaeological sites within, or partially within, the Area of Direct Impact. However, the final analysis indicates that none of the 25 identified historic properties are eligible for inclusion on the National Register of Historic Places. As such, no significant historic resources would be affected by the proposed project.

Proximity Impacts - Aesthetics

There would be no indirect aesthetic impacts to 4(f) resources in the vicinity of the project, as the project would simply widen the existing roadway and replace the existing bridge, thereby maintaining the existing visual character of the area. The locations of potential building modifications and demolitions along Beverly Boulevard are not within the line of sight of existing 4(f) resources (which are located near the bridge/Rio Hondo Channel area). Even so, the building modifications and demolitions that may occur along Beverly Boulevard are not anticipated to have significant adverse effects on the visual character of the project area. In summary, there would be no substantial, permanent proximity effects from aesthetics upon 4(f) resources as a result of the proposed project.

Proximity Impacts - Noise

A Noise Analysis Report was prepared for this project, the results of which are summarized in Chapter 2.2.6 (Noise and Vibration) of this IS/EA. The findings of this study reveal that predicted future (With Project) peak-noise-hour levels associated with the operation of the widened roadway and bridge would not approach, equal, or exceed applicable NAC at Grant Rea Memorial Park or Rio Hondo Park.

Table 5-1 below indicates the current (measured) and predicted future (With Project) unabated traffic noise levels at receptor site ST-5, in the vicinity of Rio Hondo Park, and receptor site ST-6, adjacent to Grant Rea Memorial Park. Refer to Figure 2.2.6-2 (in Section 2.2.6, Noise and Vibration, of this document) to view the location of receptor sites ST-5 and ST-6 in relation to Grant Rea Memorial Park and Rio Hondo Park.

Table 5-1. Predicted Future (Year 2025) Traffic Noise Impacts of Proposed Action Without Abatement - Receptor Locations Near Section 4(f) Resources

Receiver ID	Location or Address	Existing Peak-Noise-Hour Noise Level, $L_{eq(h)}$, dBA	Predicted Future Peak-Noise-Hour Noise Level, $L_{eq(h)}$, dBA	Noise Abatement Category	Noise Abatement Criterion, NAC (dBA)	Noise Increase (+) or Decrease (-), dBA	Impact Type*	Location Qualifies for Noise Abatement?
ST-6	Backyard of 512 Forbes Avenue	56	59	B	67	+3	None	No
ST-5	Backyard of 8321 Culp Drive	57	59	B	67	+2	None	No

* S = Substantial Increase (12 dBA or more).

* A/E = Approaches or Exceeds the NAC.

Grant Rea Memorial Park - Potential Noise Impacts

The location of receptor site ST-6 is the same distance away from the Beverly Boulevard project limits as the southern end of Grant Rea Memorial Park, which is located immediately east of the ST-6 measurement location. As such, the noise measurement taken at receptor site ST-6 is indicative of noise conditions at the southern end of Grant Rea Memorial Park. As noted in Table 5-1, the current peak-noise-hour level at receptor site ST-6 is 56 dBA, while the projected future (year 2025) With Project peak-noise-hour level at receptor site ST-6 would be 59 dBA. The current and future (With Project) unabated peak-noise-hour levels at receptor site ST-6 (and Grant Rea Memorial Park) are well under the noise abatement criteria threshold of 67 dBA. Therefore, there would be no adverse proximity noise impacts to Grant Rea Memorial Park as a result of the proposed project.

The proposed bus turnaround area, to be located on the parcel of land to the immediate south of Grant Rea Memorial Park (bounded by Beverly Boulevard and Rea Drive), would pose no potential for permanent increases in noise levels at Grant Rea Memorial Park. Currently, transit buses are utilizing the Rea Drive underpass and traveling along the Rea Drive loop road immediately adjacent to the southern fence line of the park. The proposed closure of the Rea Drive underpass and construction of the bus turnaround area would actually move bus operations several feet farther away (south) from the southern fence line boundary of Grant Rea Memorial Park. As such, the bus turnaround does not have the potential to result in increased noise levels at the park resulting from future bus operations.

Rio Hondo Park - Potential Noise Impacts

The location of receptor site ST-5 is closer to the Beverly Boulevard project limits as the northern end of Rio Hondo Park, which is located approximately 250 feet south of the ST-5 measurement location. As such, the noise measurement taken at receptor site ST-5 represents a very conservative indication of noise conditions at the northern end of Rio Hondo Park. As noted in Table 5-1, the current peak-noise-hour level at receptor site ST-5 is 57 dBA, while the projected future (year 2025) With Project peak-noise-hour level at receptor site ST-5 would be 59 dBA. The current and future (With Project) unabated peak-noise-hour levels at receptor site ST-5 (and Rio Hondo Park) are well under the noise abatement criteria

Chapter 5: Section 4(f) Resource Analysis

threshold of 67 dBA. Therefore, there would be no adverse proximity noise impacts to Rio Hondo Park as a result of the proposed project.

Equestrian Trail and Bike Path - Potential Noise Impacts

An existing equestrian trail and bike path both run along the west side of the Rio Hondo Channel in the vicinity of the project, passing under the west end of the Beverly Boulevard bridge. Based upon existing measured and future predicted (With Project) noise levels at receptor sites ST-5 and ST-6 (refer to Table 5-1 above), it is anticipated that traffic noise in year 2025 in the vicinity of the bridge would be 2 to 3 dBA higher than existing conditions during the peak-noise-hour. This increase would not represent a substantial noise increase (defined as an increase of 12 dBA or more). Furthermore, the portions of the equestrian trail and bike path immediately under and adjacent to the Beverly Boulevard bridge would be occupied by people only during temporary, short durations, as the trail/path users pass by the bridge area. As such, future (With Project) traffic noise would not have the potential to increase noise levels to the extent that the use or utility of the equestrian trail or bike path would be substantially impaired or diminished.

Construction Noise - Potential Impacts

There would be a temporary increase in noise levels in the vicinity of Section 4(f) resources (near the Beverly Boulevard bridge) resulting from construction-related activities. However, these impacts would be short-term in nature and would not substantially interfere with the use and enjoyment of Grant Rea Memorial Park, Rio Hondo Park, the equestrian trail, or the bike path. Mitigation measures have been developed as part of this project to minimize the effect of construction-related noise effects on surrounding noise-sensitive receptors [refer to Chapter 2.2.6 (Noise and Vibration) for more information regarding noise mitigation].

Conclusion Summary - Potential Noise Impacts

In summary, there would be no substantial, permanent proximity effects from noise upon 4(f) resources as a result of the proposed project. Temporary, minor proximity effects related to construction noise may occur during project construction, however, the specified noise mitigation measures would ensure that the potential temporary construction noise disturbance would not impair the use or diminish the utility of Section 4(f) resources.

APPENDIX A: CEQA ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist identifies physical, biological, social and economic factors that may be affected by the proposed project. The words "significant" and "significance" used in the checklist relate to impact determinations associated with potential impacts as defined by CEQA guidelines. *Note: Additional information and analyses in support of the responses to this CEQA checklist are detailed within the applicable sections of Chapter 2 of this document.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS.					
<i>Would the project:</i>					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **No Impact.** Based upon a reconnaissance of the project site, there appear to be no scenic vistas along the project alignment that would be impacted. The proposed project would maintain existing transportation corridor uses within the project area.
- b) **No Impact.** Beverly Boulevard is not a designated state scenic highway and there are no special scenic features designated in the area.
- c) **Less Than Significant Impact.** The project comprises the widening of an existing road within an urban environment, and is not anticipated to degrade the existing quality or character of the site and its surroundings. Temporary aesthetic impacts may occur during construction; however, it is anticipated that the visual character and quality of the site and surroundings would be generally improved after construction of the project. The improved visual character after project implementation would result from a new roadway and bridge structure to replace deteriorated facilities, the under-grounding of existing Edison overhead power lines and poles, and the installation of landscaping treatments. The following mitigation measures are recommended to provide assurances to the public that unpaved areas remaining after project construction would be incorporated into a landscape plan:

Mitigation Measures:

VA-1 The unpaved portions within the areas of the Rea Drive realignment, the bus turnaround area on Rea Drive, and the bridge abutment areas, shall be designed and installed with landscaping per the standards of the City of Montebello.

VA-2 Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello.

d) *Less Than Significant Impact.* Streetlights installed as part of the project would be comparable to those currently in place. Project construction activities would typically occur during daylight hours so no nighttime glare from construction lighting is anticipated. After construction, light and glare in the project area would be similar to existing conditions.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES:					
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) Prepared by the California Dept. of Conservation as an optional Model to use in assessing impacts on agriculture and farmland. Would the project:</i>					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a) *No Impact.* There are no designated areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the project vicinity.

b) *No Impact.* The proposed project comprises the widening of an existing roadway and replacement of an existing bridge within an urban environment. According to the City of Montebello Zoning Map (1990 rev.), the Rio Hondo Channel area under the jurisdiction of the City of Montebello is zoned Residential Agricultural (R-A), however, the Channel area is utilized exclusively for municipal drainage use and no actual agricultural uses occur near the project area. It is not anticipated that any of the existing zoned uses within the City of Montebello would change as a result of the proposed project. There are no actual agricultural land uses in the project area, and therefore, no impacts would occur.

- c) **No Impact.** The proposed project comprises the widening of an existing roadway and replacement of an existing bridge within an urban environment. No zoned agricultural areas or actual agricultural land uses in the project area would be converted to another use as a result of the project; therefore, no impacts would occur.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY:					
<i>Where available, the significance criteria Established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standards or contribute substantially to an existing or projected air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **No Impact.** The proposed project is subject to the air quality regulations of the South Coast Air Quality Management District (SCAQMD). The project could affect the quantity and distribution of local and regional mobile source emissions, but is not anticipated to conflict or obstruct the applicable air quality plans.
- b) **Less Than Significant Impact.** The proposed project will result in the addition of lanes to an existing roadway to ease traffic congestion, improve level-of-service, and improve air quality.
- c) **Less Than Significant Impact.** The project is located in a non-attainment area as specified in the regional air quality management plan certified by the SCAQMD. The proposed project will result in the addition of lanes to an existing roadway to ease traffic congestion, which would result in improve level-of-service and improve local air quality.
- d) **Less Than Significant Impact.** The proposed project has the potential to expose sensitive receptors along the right-of-way to increases in pollutant concentrations during construction activities for the short duration. Localized CO and PM10 concentrations resulting from the project construction and operation are considered less than significant. Over the long term, air quality would be improved as a result of less traffic congestion and improved level-of-service.

- e) **Less Than Significant Impact.** Construction activities include asphalt paving that could potentially generate objectionable odors. Such odors, however, would be temporary (only during construction activities), localized, and would not affect a substantial number of people.

The following mitigation measures would reduce potential project-related air quality impacts to a less than significant level:

Mitigation Measures:

- AQ-1** All active portions of the construction site shall be watered to prevent excessive amounts of dust.
- AQ-2** On-site vehicle speed on unpaved surfaces shall be limited to 15 mph.
- AQ-3** All on-site areas within the construction zone shall be paved or landscaped as soon as feasible, or watered periodically, or chemically stabilized.
- AQ-4** All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
- AQ-5** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes.
- AQ-6** All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- AQ-7** The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized at all times.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.					
<i>Would the project:</i>					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **No Impact.** Due to the urbanized nature of the project area, significant impacts to biological resources are not anticipated, and protocol surveys are assumed unnecessary. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of candidate, sensitive, or special status species in the project vicinity, and the potential for such sensitive species to occur in the project area is considered low, due to the lack of available suitable habitat (refer to Table 2.3.2-1).
- b) **No Impact.** Due to the urbanized nature of the project area, significant impacts to biological resources are not anticipated, and protocol surveys are assumed unnecessary. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel. Rio Hondo Channel is lined with concrete at the location of the Beverly Boulevard bridge overcrossing, so riparian habitat is not present in the Channel at or near the location of the proposed project. A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of riparian habitat or sensitive natural communities in the project vicinity (refer to Table 2.3.2-1).

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], and before construction begins, it is anticipated that a California Department of Fish and Game (CDFG) Section 1601 Streambed Alteration Permit Agreement would be secured. Compliance with the requirements of the permit would ensure that the project does not impose any significant impacts to potential biological habitat along the Rio Hondo Channel.

c) ***Less Than Significant Impact.*** The bridge widening portion of the proposed project would include work at the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence wetlands in the project vicinity. After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated before construction begins:

- California Department of Fish and Game (CDFG): Section 1601 Streambed Alteration Permit Agreement.
- Los Angeles Regional Watery Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

Compliance with the requirements of the above-listed permits and approvals would ensure that the project does not impose any significant impacts on the Rio Hondo Channel.

d) ***Less Than Significant Impact.*** A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of terrestrial migratory wildlife corridors or wildlife nursery sites in the project vicinity. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. The proposed bridge widening would require construction work within the Rio Hondo Channel. The support structures of the proposed new bridge over the Rio Hondo Channel have been designed to ensure no significant alteration of water flow or carrying capacity in the channel.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], and before construction begins, it is anticipated that a California Department of Fish and Game (CDFG) Section 1601 Streambed Alteration Permit Agreement would be secured. Compliance with the requirements of the permit would ensure that the project does not impose any significant impacts to potential biological habitat along the Rio Hondo Channel.

e) ***Less Than Significant Impact.*** A field biological investigation was conducted in February 2003. The investigation confirmed that there is no evidence of the presence of sensitive biological resources in the project vicinity. The widening of Beverly Boulevard would require the removal and replacement of approximately 76 trees along the roadway alignment. Most of the impacted trees are located within the right-of-way of the existing sidewalks and maintained by the City of Montebello. The project would include a landscape plan, in accordance with City of Montebello standards, to ensure that trees removed to accommodate construction are replaced.

As specified in section I. Aesthetics of this CEQA checklist (and section 2.1.8 Visual/Aesthetics of this document), the following Mitigation Measure would be applied to the project:

Mitigation Measure:

VA-2 Trees removed as a result of the street widening project shall be replaced in accordance with an approved landscape plan to be developed in compliance with the standards specified by the City of Montebello.

- f) ***Less Than Significant With Mitigation Incorporated.*** There is no local habitat conservation plan applicable to the project area. The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. Because the Rio Hondo Bridge is known to support nesting Cliff Swallows, a migratory bird, a pre-construction survey and nest clearance conducted by a qualified biologist before the Cliff Swallow breeding season (early to mid-February 1 through August 31) would eliminate the likelihood of violations of the Migratory Bird Treaty Act.

Although the Rio Hondo Bridge is unlikely to support sensitive bats, judged on the lack of evidence of bat guano beneath the bridge at the time of the February 2003 field survey, it is possible that bats could occupy the bridge structure at different times of the year and/or occupy areas of the bridge structure that were inaccessible during the survey. Mitigation has been designed to reduce potential indirect or direct impacts on any sensitive bat species. This includes a qualified mammalogist conducting a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel. If bats are identified within the Beverly Boulevard bridge, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). Additionally, a qualified biologist shall be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and after construction.

The following mitigation measures have been designed to reduce potential project-related impacts to a less than significant level with respect to violations of the Migratory Bird Treaty Act and potential impacts to any sensitive bat species:

Mitigation Measures:

- B-1** Schedule demolition or construction activities outside the active bird breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows. This would also serve to protect any nursing colonies of bats that may utilize the bridge structure. If it is not feasible to avoid demolition or construction activities during the months of March through August, to reduce potential indirect impacts on nesting migratory birds, sensitive raptors, or roosting bats, a pre-construction survey shall be conducted by a qualified biologist to identify the location of nesting migratory birds and sensitive raptors, and to verify that eggs are not present.
- B-2** If demolition or construction activities are to begin during the breeding season, normally March 1 through August 31, but as early as February 1 for raptors and Cliff Swallows, a qualified biologist shall conduct weekly bird surveys starting thirty days prior to activities in proximity to nesting habitat.
- B-3** Avoid or cease demolition and construction activities within 300 feet of nesting migratory birds (within 500 feet for raptors), until the young birds have fledged, as determined by the project biologist.

- B-4** If demolition or construction within 300 feet of nesting sites for migratory birds (within 500 feet for raptors) cannot be avoided or scheduled outside of the nesting season, then as directed by a qualified biologist, nesting deterrents will be implemented beginning by January 15 and maintained through July 15 as necessary. Deterrents may include:
- Placing thick plastic sheeting (e.g. Visqueen) over soil substrate that may be used by ground nesting birds, such as Killdeer.
 - Placing reflective ribbon, random noise blasters (i.e., air-horn, audio tape) in select areas where nearby human occupants would not be disturbed, perch blocks (i.e., nest covers, tarps, rail spikes, fencing) on site structures to prevent birds from locating nests or roosts in planned demolition and/or construction areas.
- B-5** To reduce potential indirect or direct impacts on sensitive bat species, a pre-construction survey of the Beverly Boulevard bridge structure over the Rio Hondo Channel shall be conducted by a qualified mammalogist to identify the roosting locations of any sensitive bat species.
- B-6** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, then as directed by a qualified biologist, exclusionary devices will be placed over roost exits on the bridge structure to ensure that the bats evacuate their roost location(s) and do not return to the location(s). The specific type of exclusionary device(s) to be used would be determined by a qualified biologist.
- B-7** If bats are identified within the Beverly Boulevard bridge structure over the Rio Hondo Channel, a qualified biologist will be consulted to assess the potential need (if any) for the provision of alternative bat roost location(s) in the vicinity of the bridge during and after construction. The County will follow the recommendations of the qualified biologist in this matter.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES.					
<i>Would the project</i>					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

a) ***Less Than Significant Impact.*** The additional right-of-way needed to accommodate the widening of Beverly Boulevard would require the modification or removal existing buildings, some of which are 45 years old or older (the criteria age at which a building must be evaluated as a potential historic resource). The project also includes replacement of the Beverly Boulevard bridge over the Rio Hondo Channel, which was constructed in 1952. As such, the bridge is over 45 years of age and was evaluated as a potential historic resource.

Twenty-two properties within the Architectural APE were determined to be of historic age (constructed in 1957 or before), including the Beverly Boulevard Bridge, the Rio Hondo Channel, and 20 properties located along Beverly Boulevard or on parcels adjacent to Beverly Boulevard. The subject properties were formally evaluated for eligibility for inclusion on the NRHP and CRHR and do not appear to be eligible for inclusion on the NRHP or CRHR, nor are they considered historical resources for the purposes of CEQA. Thus, these ineligible properties are not considered to be historic properties under NHPA.

b) ***Less Than Significant With Mitigation Incorporated.*** The proposed project may potentially affect archaeological resources due to ground disturbance and excavation during project construction. The topography of the project site is relatively flat and deep ground excavation is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge.

URS conducted an archaeological survey of the project APE for archeological resources. Three historic archaeological sites were identified, recorded, and assigned temporary numbers in the field (RH1, RH2, and RH3). All three sites are located in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel. Two of the sites (RH1 and RH3) are located within the APE; however, site RH2 is located adjacent to but outside the APE and will not be affected by the Project. A summary of findings at each site is provided below.

Site RH1. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, Extended Phase I (XPI) testing was performed to investigate subsurface areas of site RH1. The XPI testing revealed that site RH1 does not contain primary, intact deposits within the project Area of Direct Impact (ADI). Based upon the results of archaeological test excavation, the portions of site RH1 that lie within the ADI appear to be secondary fill deposits (possibly imported from another location during one of several construction projects completed in the immediate vicinity). The results of the XPI study indicated that the portion of site RH1 within the project ADI is so disturbed that it does not have the potential to contribute to eligibility (to the NRHP or CRHR) for the site as a whole. Although the entire site has not been formally evaluated for CRHR or NRHP eligibility, impacts to the portions of the site within the ADI do not require further consideration, as this portion of the site would not be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Site RH2. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. It was determined that site RH2 is located adjacent to but outside the project APE and will not be affected by the Project. It is expected that project construction ground disturbance activities would not encroach upon this site and no further investigation was performed.

Site RH3. Preliminary investigation of the site revealed the presence of historically aged archaeological deposits on the surface. Subsequent, in depth, XPI testing was performed to investigate subsurface areas of site RH3. The XPI testing did not detect evidence of any subsurface deposits at site RH3. Although this site has not been formally evaluated for CRHR or NRHP eligibility, testing results suggest that this site would not be considered potentially eligible for inclusion on either register, nor would it be considered “important” or “unique” under CEQA Sections 15064.5 and 15126.4.

Unknown Resources. In addition to known cultural resources, it is important to note that unrecorded archaeological resources can exist beneath the ground surface at any location. Such unknown resources could potentially be impacted during the course of grading, excavation, or other ground disturbing construction activity.

Although the study findings indicate that none of the identifies archaeological deposit sites would be considered a "significant" cultural resource, the potential exists for archaeological resources to occur in the project ADI. The following mitigation measures would reduce potential project impacts to archaeological resources to a less than significant level:

Mitigation Measures:

- C-1:** All earth-moving construction activity within 50 feet of the boundaries of sites RH1 and RH3 will be monitored by a professional archaeologist. This monitoring will be full-time (i.e., the archaeological monitor will be present whenever any earth-moving activity is conducted). Earth-moving activity includes: surface vegetation clearing, “grubbing,” grading, trenching, boring, auguring, excavation, and any other activity involving work which extends beneath the existing ground surface. The archaeological monitor will be provided with updated construction schedules, at least one week in advance, throughout the duration of the project. The archaeological monitor will have the authority to halt construction, if necessary, to investigate any potentially significant deposits unearthed during excavation in the vicinity of sites RH1 and RH3.

- C-2:** The portions of site RH1 that lie outside the project ADI will be demarcated as “Environmentally Sensitive Areas” (ESAs), in order to ensure their avoidance. High-visibility plastic construction fencing will be used to prohibit access to these areas. Signs denoting the areas as ESAs will be attached to the fencing. The ESAs will be defined prior to construction and depicted on all construction drawings and plans. All construction personnel will be instructed to avoid these areas, and to contact the archaeological monitor if any unanticipated work is required within the ESAs. Site RH3 will be protected as an ESA in the same manner.
- C-3** The archaeological monitor will conduct on-site cultural resources sensitivity training (crew education) to all workers performing ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel. Prior to the beginning of earth moving construction activities (including initial grading and vegetation removal), all construction personnel (including management) shall be informed of the cultural resource values involved and of the regulatory protections afforded those resources. The construction personnel shall also be informed of procedures relating to the discovery of unanticipated cultural resources (as outlined below). They shall be cautioned not to collect artifacts, and asked to inform a construction supervisor and the onsite archaeological monitor in the event that cultural remains are discovered during the course of construction. The onsite archaeological monitor shall administer supplemental briefings to all new construction personnel who may perform ground disturbance activities at locations in or within 50 feet of sites RH1, RH3, and the Rio Hondo Channel, prior to their commencement of ground disturbance construction activities.
- C-4:** In the event archaeological resources are unearthed during excavation activities associated with the project, work shall be stopped immediately, and the discovery shall be evaluated by a qualified archaeologist, pursuant to the procedures set forth at CEQA Section 15064.5.
- c) ***Less Than Significant Impact.*** There is no evidence of paleontological resources or unique geologic features in the project area. However, the proposed project may potentially affect unknown paleontological resources due to ground disturbance and excavation during project construction. The topography of the project site is relatively flat, so deep ground excavation is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge. There is no evidence that construction of the project would destroy a unique geologic feature. Although potential project impacts to paleontological resources are anticipated to be less than significant, the following mitigation would be implemented:
- Mitigation Measure:
- C-6:** Paleontological resources have not been identified within the project APE; however, if fossilized shells, plants or bones are discovered during construction of the project, work shall be suspended in the immediate vicinity of the finds, and the potential significance of the resource shall be evaluated by a qualified specialist.
- d) ***Less Than Significant Impact.*** There is no evidence that the project is located in an area likely to produce human remains. However, the project would involve ground disturbance and excavation

during construction. Although potential project impacts to human remains are anticipated to be less than significant, the following mitigation would be implemented:

Mitigation Measure:

C-5: If human skeletal remains are found at the project site during earth moving activities such as grading or trenching, work shall be suspended and the Los Angeles County Coroner’s Office shall be notified. Standard guidelines set by California law provides for the treatment of skeletal material of Native American origin (California Public Resources Code, Sections 5097.98 et seq.; Health and Safety Code, Section 7050.5 and others). Procedures to be employed in the treatment of human remains are found in “A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods,” published by the California Native American Heritage Commission.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS.					
<i>Would the project:</i>					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, or injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a.i) *Less Than Significant Impact.*** The project is located within an earthquake-prone region; however, there are no known active faults present within the limits of the City of Montebello. The primary seismic hazard affecting the project is the Whittier Fault Zone located approximately one mile west of the project limits. However, impacts to people or structures resulting from project implementation would be considered less than significant, due primarily to the fact that no housing or commercial building structures are proposed as part of the project.

The proposed widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. It is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake event.

- a.ii) *Less Than Significant Impact.*** The project is located within an earthquake-prone region; however, there are no known active faults present within the limits of the City of Montebello. A major earthquake on the Newport-Inglewood, Sierra Madre, or the Whittier Faults poses seismic risk in the project area. A great earthquake of nearly 8.0 magnitude on the more distant San Andreas Fault would also result in strong ground shaking at the project site. The project would be designed and constructed in accordance with modern standards and specifications for seismic safety. It is anticipated that, although the new, widened bridge structure could potentially accommodate more vehicles and people at one time, the new bridge structure itself would be an improved design with respect to seismic safety than the existing bridge structure. The project involves modification of existing transportation facilities and does not include new buildings that would be occupied by people. As such, no new or additional exposure (beyond existing conditions) of people to seismic hazards would result from the project.

- a.iii) *Less Than Significant Impact.*** According to the State of California Seismic Hazard Zones El Monte Quadrangle Official Map (released 3/25/99), the project area to the east of Rea Drive (which includes the proposed new bridge over Rio Hondo Channel and the limits of the bridge work on the east of the channel) lies within an area that has the potential for liquefaction to occur. The County of Los Angeles Department of Public Works conducted a soils investigation in the immediate vicinity of the proposed Beverly Boulevard bridge replacement. The soils analysis and report concluded that the potential for liquefaction is high between elevations 167 and 177 feet above mean sea level in the vicinity of Piers 2 and 3 of the bridge. The soils report provided recommendations for deeper embedment of Piers 2 and 3 in the bridge design compensate for additional down-drag forces due to liquefaction. The soils report concluded that the proposed bridge replacement is feasible from a geotechnical standpoint.

The widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. The bridge piles (support structures) have been appropriately designed per soil engineering standards in the project plans so that liquefaction risk is minimal to the project. It is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake event.

- a.iv) *Less Than Significant Impact.*** The topography of the immediate project vicinity is relatively flat and paved. According to the State of California Seismic Hazard Zones El Monte Quadrangle Official Map (released 3/25/99), there are hillsides with landslide potential areas located approximately one mile north of the project area. The potential for landslides from these hills impacting the project area is considered less than significant due to their remote distance and the prevalence of physical barriers between the hillsides and the project area.

- b) ***Less Than Significant Impact.*** The majority of the proposed project area is paved or covered over with impermeable material. The proposed project includes the widening of a paved street into existing paved sidewalk and building areas. As such, the proposed project (after construction) would not result in exposed topsoil that could be subject to erosion.

The topography of the project site is relatively flat, so deep ground excavation during construction is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Channel in order to remove and replace the support structures (piles) for the bridge. However, it is expected that the majority of excavated soil would be replaced and paved over at the site after the piles and new paved surfaces are installed. As such, construction and operation of the proposed project will not result in substantial soil erosion or loss of topsoil.

- c) ***Less Than Significant Impact.*** There is minimal risk of impacts from unstable geologic conditions along the portion of Beverly Boulevard to be widened between Montebello Boulevard and Rea Drive. The ground failure hazards resulting from differential settling, liquefaction, natural landslides, and subsidence are considered limited in the City of Montebello. Ground displacement (the rupturing of ground along a fault) is not considered a major hazard because there are no known active faults present within the limits of the City of Montebello. The project itself would not cause any existing geologic unit or soil to become unstable.

The bridge replacement portion of the project is located within a liquefaction potential zone. However, the widened roadway and new bridge will be designed in compliance with improved, modern seismic safety standards. The proposed new bridge design incorporates pile (support) structures specifically suited for the liquefaction-potential soil within which they would be located. As such, it is expected that the new Beverly Boulevard bridge would be a generally safer structure than the current bridge with respect to stability during an earthquake or liquefaction hazard event.

- d) ***No Impact.*** The soil investigation report completed by the County of Los Angeles Department of Public Works concluded that the subsurface soils in the vicinity of the Beverly Boulevard bridge over Rio Hondo Channel "consist predominantly of silt and clean sands with some gravel and cobbles, in a medium dense to very dense condition." As such, the bridge is not located on expansive soils. The specific soil types along the alignment of the remainder of the Beverly Boulevard project area are non-expansive alluvium. The roadway-widening project itself would not create substantial risks to life and property.
- e) ***No Impact.*** The proposed project does not involve the use of septic tanks or alternative wastewater disposal systems.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS.					
<i>Would the project:</i>					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites Compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a) ***Less Than Significant Impact.*** The project would allow for an increase in traffic capacity along Beverly Boulevard, but would not create a significant hazard to the public or the environment. After construction, the project would not cause additional transport of hazardous materials above existing levels. If hazardous materials are needed for selected construction activities, their use would be short-term in nature and regulated to ensure safety. Any transport of hazardous materials necessary for project construction would comply with applicable DOT regulations.

- b) ***Less Than Significant Impact.*** The project would create no foreseeable upset or accident conditions involving the release of hazardous materials into the environment. A project health and safety plan would be implemented during construction to minimize potential hazards to construction workers associated with grading and soil excavation activities.
- c) ***Less Than Significant Impact.*** Local schools in the project vicinity include Fremont Elementary School (located at 200 W. Montebello Avenue, approximately one-quarter mile south of Beverly Boulevard), and the Armenian Mesrobian Elementary and High School (in Pico Rivera, approximately one-quarter mile south of Beverly Boulevard). Hazardous materials, substances, or waste would be transported and routed in accordance with applicable DOT regulations to ensure the safety of adjacent schools and other land uses.

The following mitigation measures are advised to ensure the recommendations noted in the Hazardous Materials Survey are addressed prior to project construction:

Mitigation Measures:

- HZ-1** Prior to any renovation or demolition activities, a certified asbestos consultant shall conduct an asbestos survey. If any asbestos is found in structures to be modified or demolished, a state-licensed abatement contractor shall remove any asbestos-containing materials prior to the start of the structural modification or demolition work.
- HZ-2** A lead survey shall be conducted by a qualified lead investigation consultant on each structure prior to scheduled demolition or renovation. Any lead-contaminated surfaces shall be treated, as determined by the consultant's report, during demolition or renovation, so that dust and fumes do not present hazards to workers or children in the area.
- HZ-3** The contents of identified 55-gallon drums on site shall be characterized and removed from the site by a licensed hauler.
- HZ-8** Any affected lead-based roadway pavement markings (e.g., yellow and thermoplastic markings) should be collected, tested, and disposed of according to applicable State and Federal regulations.
- HZ-9** Areas of exposed soil affected by project construction should be tested for Aerially Deposited Lead contamination prior to earthmoving activities. If detected, Aerially Deposited Lead contaminated soils should be collected, tested, transported, and disposed of in accordance with applicable State and Federal regulations.
- HZ-10** Existing timber supports of the Beverly Boulevard Bridge over the Rio Hondo Channel are coated with creosote. All creosote-coated timber supports removed during demolition of the existing bridge shall be classified as hazardous material. The creosote-coated timber shall be handled and disposed of in accordance with applicable State and Federal regulations.
- d) ***Less Than Significant Impact.*** A Hazardous Materials Survey was completed as part of the environmental analysis. The Hazardous Materials Survey included a field investigation of selected properties (summarized in Table 2.2.4-2 above) which identified hazardous materials and wastes expected to be present or generated at facilities that may be physically modified or disturbed by the proposed project. The Hazardous Materials Survey also included a hazardous materials database search, summarized in Table 2.2.4-3 above.

Several facilities along the subject property were listed on various agency-generated databases. Some of the former gasoline service stations were listed as Leaking Underground Storage Tank sites; however, all but one of the cases were listed as soil contamination only and the cases are closed, indicating that the agencies are satisfied with the cleanup. The one case that presented a release to groundwater (a former Chevron station at 200 East Beverly Boulevard) is also closed. Based on a review of files maintained by the California Regional Water Quality Control Board, Los Angeles Region, groundwater contamination was either not detected or did not exceed action levels for petroleum hydrocarbons. As mentioned, the case is closed and no further action appears warranted.

Other than the closed leaking tank sites, the database search indicates that no locations within the project site are listed on the environmental regulatory databases reviewed. This implies that current hazardous material/substance concerns do not exist within the project site. Several sites within the ASTM-indicated search radii (i.e., outside of the direct project site, but near the project area) are listed on the database search. However, based upon the regulatory status or distance from the project area relative to groundwater flow in the area, the potential for those sites to have created a recognized environmental condition within the project site is low.

If future site investigation activities (prior to and during construction) identify potential hazardous materials sites within the project construction ground disturbance limits, special precautions and remediation (if necessary) of the hazardous material will take place to ensure no risk to construction workers or to the public or environment would occur.

Hazards and Hazardous Materials Mitigation Measures:

- HZ-4** Depending upon the project design alternative selected and other logistical considerations, the building located at 106 West Beverly Boulevard (located between 100 and 108 West Beverly Boulevard) may ultimately be acquired and demolished as a result of the project's right-of-way needs. There is a possibility that subsurface contamination from two business located near 106 West Beverly Boulevard may have migrated below the 106 Beverly Boulevard building. If 106 West Beverly Boulevard is ultimately acquired and slated for demolition, a subsurface investigation shall be conducted to determine whether or not contamination is present prior to demolition.
- HZ-5** A subsurface investigation shall be conducted at 269 East Beverly Boulevard (currently Pio's Liquor) to evaluate the potential that contaminants may be present in the soil prior to possible demolition or street work.
- HZ-6** There is a potential for asbestos and lead-based paint to exist at 228 East Beverly Boulevard (Unique Floral) given the age of the structure. The owner/operator should be questioned about the use of pesticides to determine whether that would represent a recognized environmental condition at the site.
- HZ-7** A subsurface investigation should be undertaken if stained or odorous soils are encountered during project activities at the former gas station properties identified at 116, 117, 200, 201, and 712 East Beverly Boulevard.
- e) **No Impact.** The project is not located within two miles of an airport or airport land use plan.
- f) **No Impact.** The project is not located within the vicinity of a private airstrip.
- g) **Less Than Significant Impact.** The project would improve roadway capacity along Beverly Boulevard. Temporary increases in traffic congestion would occur along Beverly Boulevard and

Appendix A: CEQA Checklist

adjacent cross streets occur during construction of the project. A Traffic Management Plan (TMP) would be adopted and implemented prior to and during construction to ensure that Beverly Boulevard and the bridge over Rio Hondo Channel would be maintained open to traffic during project construction. The TMP would ensure that emergency access routes would be maintained during project construction to ensure public safety (for example, access to Beverly Hospital). As such, the project would not significantly interfere with an adopted emergency response plan or emergency evacuation plan.

- h) No Impact.** The proposed project is located in an urbanized environment, not located immediately adjacent to wildlands, and therefore would not expose people or structures to loss, injury, or death associated with wildland fires.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>					
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure if a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a) **Less Than Significant Impact.** Due to the predominance of existing paved surfaces along the Beverly Boulevard, the proposed project would not substantially increase the amount of impervious surfaces. The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to minimize potential impacts to water quality.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of BMPs during construction would ensure that no significant water quality or water discharge impacts would occur as a result of the project.

b) **No Impact.** The proposed project would not directly or indirectly deplete groundwater supplies or recharge. The existing project site is covered predominantly with impermeable materials. As such, the proposed project would not substantially alter the amount of impervious surfaces in a manner that would affect ground water recharge. The project would not alter the storage function of the Rio Hondo Spreading Basins, located along the Rio Hondo Channel in the project area.

c) **Less Than Significant Impact.** The proposed project would not substantially alter existing drainage patterns, nor result in substantial erosion or siltation, as the existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would not substantially alter the amount of impervious surfaces. The design of the new bridge over Rio Hondo Channel would not alter the existing course of the concrete-lined channel. The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to minimize potential impacts to water quality resulting from site erosion and

siltation. The BMPs would incorporate control measures to prevent runoff from entering offsite areas during construction.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of BMPs during construction would ensure that no significant erosion or siltation impacts would occur as a result of the project.

- d) ***Less Than Significant Impact.*** The proposed project would not substantially alter existing drainage patterns, nor result in substantial increase in the rate or amount of surface runoff, as the existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would not substantially alter the amount of impervious surfaces in a manner that would increase surface runoff or induce flooding on- or off-site. The proposed new Beverly Boulevard bridge over the Rio Hondo Channel has been designed so that no alteration of the existing course of the concrete-lined channel would be required. The support structures of the proposed new bridge have been designed to ensure that no significant alteration of flow rates or carrying capacity within the Rio Hondo Channel would occur.

The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to control surface runoff and prevent runoff from entering offsite areas during construction.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- Los Angeles Regional Water Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of BMPs during construction would ensure that no significant surface runoff or flooding impacts would occur as a result of the project.

- e) ***Less Than Significant Impact.*** The project would not substantially alter existing drainage patterns, nor result in substantial increase in the rate or amount of surface runoff, as the existing project vicinity is covered predominantly with impermeable surfaces. As such, the proposed project would

not substantially alter the amount of impervious surfaces in a manner that would increase surface runoff. The project would include new stormdrain improvements as part of the widened roadway. These improvements would include new catchbasins and tie-ins to existing lines. The project would not substantially increase sources of polluted runoff.

The project would incorporate standard best management practices (BMPs) during construction along the roadway and over/in the Rio Hondo Channel to control surface runoff.

- f) ***Less Than Significant Impact.*** The proposed project would incorporate best management practices during construction along the roadway and over the Rio Hondo Channel to minimize potential impacts to water quality.

After the certification of the Final IS/EA for the proposed project [which will include the issuance of a CEQA Mitigated Negative Declaration (MND) and a NEPA Finding of No Significant Impact (FONSI)], the following jurisdictional permits and approvals are anticipated from water/waterway regulatory agencies before construction begins:

- Los Angeles Regional Watery Quality Control Board (RWQCB): California General Construction Activities Storm Water Permit; General NPDES Permit Authorization for Discharges of Groundwater to Surface Waters (if dewatering and/or water discharges are required during construction in the Rio Hondo Channel); Section 401 Water Quality Certification (if a Section 404 Permit is required from ACOE).
- U.S. Army Corps of Engineers (ACOE): Section 404 Nationwide Permit.

The requirements of the permits and the implementation of BMPs during construction would ensure that no significant water quality impacts would occur as a result of the project.

- g) ***No Impact.*** According to FEMA Q3 Flood Data, the portion of the Rio Hondo Channel at the location of the Beverly Boulevard bridge crossing is not within a 100-year flood hazard area. No housing is proposed as part of the project.
- h) ***Less Than Significant Impact.*** According to FEMA Q3 Flood Data, the portion of the Rio Hondo Channel at the location of the Beverly Boulevard bridge crossing is not within a 100-year flood hazard area. However, a 100-year flood hazard area occurs along the Rio Hondo Channel approximately 1/2 mile north of the Beverly Boulevard bridge crossing. The proposed new Beverly Boulevard bridge over the Rio Hondo Channel has been designed so that no alteration of the existing course of the concrete-lined channel would be required. The support structures of the proposed new bridge have been designed to ensure that no significant alteration of flow rates or carrying capacity within the Rio Hondo Channel would occur.
- i) ***No Impact.*** The proposed project would not significantly increase the potential risk for flooding in the project area because it would not alter the existing drainage capacity or system. No new buildings to be occupied by people would be constructed as part of the project, and the project area is not within a flood hazard zone that would be impacted as a result of a failed levee or dam.
- j) ***No Impact.*** There is no risk of seiche or tsunami in the project area. The proposed project would not significantly increase the potential risk to people or structures of inundation by mudflow, as no new buildings to be occupied by people would be constructed as part of the project.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. LAND USE AND PLANNING. <i>Would the project:</i>					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The proposed project would maintain the existing transportation use of the project site and would not result in the physical division of an established community.
- b) **Less Than Significant Impact.** The proposed project comprises the widening of an existing roadway and replacement of an existing bridge within an urban environment. The proposed project is consistent with the land use plans, policies, and regulations specified by the General Plans of the Cities of Montebello and Pico Rivera. The project represents an enhancement to the existing transportation corridor land use. The proposed project would not require the acquisition of additional right-of-way within the City of Pico Rivera and would not require the rezoning of existing land uses within the City of Pico Rivera.

The proposed project would require the acquisition of right-of-way to accommodate the widening of Beverly Boulevard within the City of Montebello. However, it is not anticipated that any of the existing zoned uses within the City of Montebello would change as a result of the proposed project. The City would maintain existing zoning designations in the project area and issue a rededication of use for any land that is converted to public transportation use as a result of the project right-of-way acquisitions.

- c) **No Impact.** The only potential natural habitat areas in the immediate vicinity of the project are two urban parks (Grant Rea Memorial Park and Rio Hondo Park) and the Rio Hondo Channel, which is lined with concrete at the location of the Beverly Boulevard bridge overcrossing. The proposed project is not located within an approved habitat or natural community conservation plan.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. MINERAL RESOURCES. <i>Would the project:</i>					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The project site is currently covered in impermeable surfaces, including asphalt paving and concrete sidewalks. Deep ground excavation during construction is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge. However, it is expected that the majority of excavated soil would be replaced and paved over at the site after the piles and new paved surfaces are installed. There is no evidence of known mineral resources within the project area. As such, the project would not result in the loss of a known mineral resource.
- b) **No Impact.** The project site is currently covered in impermeable surfaces, including asphalt paving and concrete sidewalks. Deep ground excavation during construction is not expected in most project areas, with the exception of areas directly beneath the proposed new bridge within and adjacent to Rio Hondo Channel. Deeper ground excavation is expected to occur in the vicinity of the Rio Hondo Channel in order to remove and replace the support structures (piles) for the bridge. However, it is expected that the majority of excavated soil would be replaced and paved over at the site after the piles and new paved surfaces are installed. There is no evidence of known mineral resources within the project area. As such, the project would not result in the loss of a known mineral resource.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. NOISE. <i>Would the project result in:</i>					
a)	Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in the ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) ***Less Than Significant With Mitigation Incorporated.*** During certain types of construction activities (i.e., demolition of existing paved surfaces and structures), construction of the project may result in temporary, intermittent increases above existing noise levels in areas immediately adjacent to the project area. The “conventional construction” activities for this project will require the use of vehicles and heavy equipment whose noise characteristics are known. The equipment ranges from concrete mixers producing noise levels of 80 to 86 dBA at a distance of 15 meters (50 feet) to jackhammers producing 90 to 95 dBA at a distance of 15 meters. To avoid the potential effects of construction noise, the project’s contracting agency will apply Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions, which provide limits on construction noise levels. Normally, conventional construction noise levels should not exceed 86 dBA (L_{max}) at a distance of 15 meters. Additional measures to minimize project construction noise are listed below as Mitigation Measures N-3 through N-21.

After project completion, the widening of Beverly Boulevard would bring traffic lanes approximately five feet closer to noise-sensitive receptors adjacent to the roadway (i.e., residences, Rio Hondo Convalescent Hospital), resulting in slight increases in traffic noise levels at sensitive receptor locations. A noise analysis that conforms to the requirements of FHWA, Caltrans, and the Cities of Montebello and Pico Rivera was conducted in order to evaluate potential noise impacts and the

potential necessity for noise abatement/mitigation. The noise analysis determined that existing and future-with-project noise levels in the project area exceed applicable threshold levels. As such, existing or approved development affected by the project is subject to protection in accordance with regulatory noise abatement policy (FHWA: Highway Traffic Noise Guidance and Policies and Written Noise Policies, HEP-41, June 1995). As such, Mitigation Measures N-1 and N-2 below would mitigate operational (traffic) noise impacts to a less than significant level.

- b) ***Less Than Significant.*** Construction of the widened roadway could generate ground-borne vibration or ground-borne noise. A vibration analysis was conducted as part of the Noise Analysis Report prepared in support of this IS/EA in order to evaluate potential ground-borne vibration/noise impacts and the potential necessity for abatement/mitigation. The analysis determined that construction activities could generate minimal, less than significant ground-borne vibration/noise, and roadway operation will not generate perceptible ground-borne vibration/noise. Thus, no mitigation is required.
- c) ***Less Than Significant Impact.*** Project operation has the potential to permanently affect ambient noise levels in the project vicinity. A noise analysis that conforms to the requirements of FHWA, Caltrans, and the Cities of Montebello and Pico Rivera was conducted in order to evaluate potential noise impacts and the potential necessity for noise abatement/mitigation. The noise analysis determined that future-with-project noise levels in the project area would not exceed the applicable Caltrans and FHWA “significant increase” criterion in hourly traffic noise level of 12 dBA or more.
- d) ***Less Than Significant With Mitigation Incorporated.*** Conventional and specialized project construction activity has the potential to generate temporary impacts to ambient noise levels in the project vicinity. A noise analysis that conforms to the requirements of FHWA, Caltrans, and the Cities of Montebello and Pico Rivera was conducted in order to evaluate potential noise impacts and the potential necessity for noise abatement/mitigation.

The noise analysis determined that noise from conventional construction activity would not create a significant adverse noise impact if standard limits in construction equipment noise and good noise management practices are followed. Noise from specialized construction activity such as pile driving would generate substantial noise near the activity. However, pile driving activities and associated noise would be limited to a small portion of the project in the vicinity of the bridge. Also, noise from pile driving would move from one side of the bridge to the other as construction of the replacement bridge footings proceeds. In general, no single residence or noise-sensitive area would be subject to continuous, constant noise levels for the duration of the project. Additionally, pile-driving activity would be restricted to a few hours during daytime weekday periods (9:30 a.m. to 4:00 p.m., Mon.-Sat.). However, noise levels within 91 meters (300 feet) of pile driving would still be substantially elevated. Temporary relocation will be offered to “day-sleepers” and other residents for whom pile-driving noise would cause demonstrated hardship when pile-driving is within 91 meters (300 feet) of their residence(s). Short-term relocation may not be necessary if the vibratory hammer can be used exclusively to drive piles.

Because of the limited area affected; a time and period of work restriction (i.e., a limited number of days and limited hours each day); only intermittent, temporary periods of construction noise increases; plus an offer of short-term relocation where necessary; noise from pile driving would not cause a significant adverse noise impact. The construction and noise mitigation measures listed below (measures N-3 through N-21) would reduce potential impacts to less than significant levels.

- e) ***No Impact.*** The project is not located within two miles of an airport, or within an airport land use plan.

f) **No Impact.** The project is not located within the vicinity of a private airstrip.

Noise Mitigation Measures:

Implementation of measures N-1 and N-2 is required to mitigate potential significant impacts, in accordance with CEQA guidelines, from operational (traffic) noise after project construction.

N-1 Without noise abatement, the interior noise level from exterior traffic noise is expected to exceed FHWA, Caltrans, and State of California Noise Insulation Standards for multiple family dwellings at the following locations in the project area: 1) Residential unit at 445 Sixth St., abutting E/B Beverly Blvd.; and 2) Casa Grande Apartments, abutting W/B Beverly Blvd. at Fourth Street. To satisfy mitigation requirements in accordance with CEQA guidelines, the County must investigate and implement interior noise abatement (if determined necessary based upon the results of actual interior noise measurement readings, engineering investigation, and building inspection), at these locations as a component of the proposed project. Further engineering investigation and interior noise measurements must be undertaken during future project design phases to confirm the existing interior noise insulation performance of the two buildings and determine an appropriate abatement strategy (e.g., soundwall, building façade upgrades, or a combination of both) if existing and future interior noise levels are confirmed to be in exceedance of applicable Noise Insulation Standards at these two locations.

In addition to soundwalls, the alternative interior noise reduction strategy to be investigated by the County is the concept of upgrading various acoustically weak elements of the building's façades. Such building façade upgrades are assumed to provide a minimum of twenty eight to thirty one (28-31) dBA of exterior to interior noise reduction in habitable rooms with windows in the closed position. Building façade upgrades, if implemented, would include the provision of mechanical ventilation and/or air conditioning as necessary (if not presently existing) to maintain a comfortable year-round interior temperature environment. Other acoustical upgrades to be considered by the County at these locations could include new, fully weather-stripped, solid core or insulating glass exterior doors; single or dual-pane acoustically rated window assemblies, and sealing or baffling of any building shell penetrations.

N-2 Implement soundwalls SW-3, SW-4 and SW-5 to mitigate interior and exterior noise levels in accordance with CEQA guidelines, as recommended in the proposed project design. The final design of the soundwalls will be developed during future project design phases.

Implementation of the following construction noise avoidance/abatement practices (N-3 through N-21) prior to and during project construction, as necessary, appropriate, and practicable for each project component, would reduce potential construction noise impacts to a less-than-significant level:

N-3 Before pile driving activities are to occur in the vicinity of the Beverly Boulevard bridge over the Rio Hondo Channel (as part of the bridge replacement phase of the project), place written notices in prominent locations within Grant Rea Memorial Park to inform park users of the following: 1) dates that pile driving activities are scheduled to occur, 2) a notification that pile driving activities may produce loud, intermittent noise disturbances, and 3) a recommendation that while pile driving activities are in progress, park users should attempt to locate their activities within the park as far as feasible from the southern boundary of the park.

N-4 All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, and air-inlet silencers where appropriate, in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

Appendix A: CEQA Checklist

- N-5** All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, shall comply with such regulation while in the course of project activity.
- N-6** Electrically-powered equipment instead of pneumatic or internal combustion powered equipment shall be used, where feasible.
- N-7** Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- N-8** The hours of conventional construction activities shall be restricted to the periods and days permitted by the local noise or other applicable ordinance, or exemptions therefrom shall be obtained. In accordance with the City of Montebello Noise Ordinance, these activities include (but are not limited to) construction, noisy maintenance activities, all spoils and material transport, demolition, and grading, and are prohibited between the hours of 8:00 p.m. and 7:00 a.m. on weekdays (Monday through Friday) and 6:00 p.m. to 9:00 a.m. on Saturdays, Sundays, and legal holidays, except in cases of emergency as determined and approved by the appropriate City official. The only exception to this restriction should be inaudible underground tunneling activity.
- N-9** Driving of piles in the Rio Hondo Channel vicinity shall be permitted only during the hours between 9:30 a.m. and 4:00 p.m., Monday through Saturday, and shall not be permitted on legal holidays.
- N-10** The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
- N-11** No project-related public address, paging, two-way radio, or music system shall be audible at any adjacent receptor.
- N-12** The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to LACDPW shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- N-13** The contractor shall develop a project noise control plan, which shall have been approved and implemented prior to commencement of any construction activity.
- N-14** Noise control features and plans shall be reviewed and approved by a noise control engineering professional.
- N-15** Contract incentives may be offered to the construction contractor to minimize or eliminate noise complaints resulting from project activities.
- N-16** The erection of temporary soundwall barriers shall be considered where project activity is unavoidably close to noise-sensitive receptors.
- N-17** Planting of trees and shrubbery, while useful for visual screening, is not an effective noise control mechanism and is not considered an abatement/mitigation measure for noise impacts.
- N-18** Temporary relocation shall be offered to “day sleepers” and other persons demonstrating hardship when pile driving is being conducted within 91 meters (300 feet) of their respective dwellings.

Temporary relocation may not be necessary if a vibratory pile hammer can be used exclusively in lieu of an impact hammer.

- N-19** Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions (that provide limits on construction noise levels) shall be applied and enforced by the contracting agency on the project contractor(s).
- N-20** Arrange noisiest operations together in the construction program to avoid continuing periods of annoyance.
- N-21** If practicable, implement project noise abatement features prior to construction.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. <i>Would the project</i>					
a)	Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) *No Impact.*** The project would widen an existing roadway and replace an existing bridge to match adjacent street widths within a fully developed urban environment. No new homes or businesses are proposed as part of the project. The project would improve localized traffic operations. The project would accommodate existing local traffic demand more effectively and would not directly nor indirectly induce substantial population growth.
- b) *Less Than Significant Impact.*** The project would require the acquisition of approximately five feet of right-of-way from approximately 30-40 non-residential parcels (i.e., commercial, institutional, municipal use) and up to two residential parcels facing Beverly Boulevard. It is not anticipated that any of the affected residential parcels would require modifications to the actual dwelling structure(s) located on the lots. Among the 30-40 non-residential parcels affected, there are up to 19 affected buildings that may require modifications to the fronts of the structures facing Beverly Boulevard.

If it is determined that it is not feasible to modify the fronts of these affected buildings to accommodate project right-of-way needs, then the affected property owners/businesses may be considered for relocation. There is a potential that up to five of the affected commercial buildings may ultimately need to be entirely removed (and up to 10 affected businesses within these buildings be relocated) to accommodate project right of way needs, depending upon the project design

Appendix A: CEQA Checklist

alternative selected. All affected properties and businesses have been identified and analyzed in a Relocation Impact Study. Any relocated residents or businesses would be entitled to relocation assistance in accordance with the guidelines of Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (a.k.a. "Uniform Act").

In order to document assurances to the public of the administrative and regulatory steps that will be followed before any commercial units are acquired for relocation, the following mitigation measure is recommended:

Mitigation Measure:

C & R-1 A specific non-residential relocation plan shall be prepared and implemented after a preferred project design alternative is adopted and prior to construction.

- c) **Less Than Significant Impact.** If it is determined that it is not feasible to modify the fronts of the affected buildings to accommodate project right-of-way needs, then the affected property owners/businesses may be considered for relocation. It is anticipated that there is a potential that up to five of the affected buildings may ultimately need to be entirely removed, resulting in the relocation of up to 10 affected business within those buildings. All affected properties and businesses have been identified and analyzed in a Relocation Impact Study. Any relocated residents or businesses would be entitled to relocation assistance in accordance with the guidelines of Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (a.k.a. "Uniform Act").

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES.					
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services:				
	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

a)

Fire protection?

No Impact. Fire protection for the existing project area is provided by the City of Montebello Fire Department. Emergency access would be provided per the requirements of the Uniform Fire Code and applicable City fire regulations. Construction materials, including waste, would be handled in accordance with Uniform Fire Codes and applicable City fire regulations. The project would not result in the need for new or altered facilities or services related to fire protection.

Police protection?

No Impact. Police protection for the existing project area is provided by the City of Montebello Police Department. The project would not affect the potential for crimes or accidents, nor would it require increased levels of police protection.

Schools?

No Impact. The project does not include housing and would not result in the modification to or loss of existing school facilities. As such, the project would not generate the need for new school facilities, nor would it create the need for physical modifications to existing school facilities.

Parks?

Less Than Significant Impact. The project poses no potential to result in increased population for the area, would not affect the quality or quantity of existing recreational opportunities, and would not create a substantial need for new parks or recreational facilities. Potential proximity effects to Grant Rea Memorial Park and Rio Hondo Park (both adjacent to the Beverly Boulevard project area) would include temporary, intermittent increases in noise levels during construction, and are considered less than significant with applied mitigation [refer to Section 2.2.6 (Noise and Vibration), and Section 5.2 of Chapter 5 (Section 4f Resource Analysis) for additional details]. No right-of-way impacts or other long-term impacts to these parks are anticipated as a result of the project.

Other public facilities?

Less Than Significant Impact. Beverly Hospital is located along Beverly Boulevard within the project limits, however, driveway access to the hospital will be maintained during project construction and no significant impacts to the hospital are anticipated. No impacts to other public facilities are anticipated as a result of the project.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration the facility would occur to be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The project alignment is located adjacent to Grant Rea Memorial Park (north of Beverly Boulevard, west of the Rio Hondo Channel) and about one-quarter mile north of Rio Hondo Park. There is an existing bike path and equestrian trail along the Rio Hondo Channel (that pass under the bridge) that may be temporarily realigned (i.e., within a few feet of the current location) during project construction. However, access to and along the equestrian trail and bike path would be maintained during project construction and the trails would be restored in their original locations to original or better condition when construction is complete.

The project does not include enhancements to recreational facilities and poses no potential to result in increased population in the area. Therefore, the project would not result in the increased use of existing recreational resources (parks and trails) in the project area.

Construction activities adjacent to Grant Rea Memorial Park may have a temporary and minor indirect effect on park access in the form of increased traffic congestion. However, the project would not generate increased use of the park that would accelerate deterioration of park facilities (i.e., there would be no new access points created for the park nor new park structures built). The project design includes landscaping features that would further complement Grant Rea Memorial Park and would also serve to reduce potential effects of the proximity of the road work to park areas.

- b) **No Impact.** The project does not include new recreational facilities and does not require the expansion of existing recreational facilities.

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>					
a)	Cause an increase in traffic, which is substantial in relation to the existing system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **Less Than Significant Impact.** Temporary traffic impacts during construction would result from partial traffic lane closures, construction worker commute trips, and the delivery of construction materials, supplies, and equipment. Although temporary additional traffic delays would occur during project construction, the implementation of the proposed project would increase the capacity of Beverly Boulevard and improve the existing traffic level of service in the project area after construction of the project. Refer to Section 2.1.6 of this document for details of the traffic impacts evaluation conducted. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.
- b) **No Impact.** Beverly Boulevard is not a designated Congestion Management Plan (CMP) roadway. The implementation of the proposed project would increase the capacity of Beverly Boulevard and improve the existing traffic level of service in the project area. Refer to Section 2.1.6 of this document for details of the traffic impacts evaluation conducted.
- c) **No Impact.** The project would not affect air traffic patterns.
- d) **Less Than Significant Impact.** The project design will be reviewed, at a minimum, by the Cities of Montebello and Pico Rivera, County of Los Angeles, and the Federal Highway Administration. The

final project design will not substantially increase hazards nor introduce incompatible uses. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.

- e) **Less Than Significant Impact.** Traffic lanes along Beverly Boulevard, existing driveway access points, and the bridge over the Rio Hondo Channel would be maintained open during project construction to ensure public safety (for example, access to Beverly Hospital). The project would not interfere with an adopted emergency response plan or emergency evacuation plan. Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented by the Cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction.

- f) **Less Than Significant Impact.** There is a small number of street parking spaces currently along Beverly Boulevard. The few available street parking spaces would likely not be available for use during project construction activities, resulting in temporary minor parking impacts along portions of Beverly Boulevard. Street parking spaces would be restored once project construction is completed. After construction, the Boulevard’s 11-foot shoulder will be used as a traffic lane during peak hours, while parking would be permitted in the shoulder area during non-peak traffic hours (i.e., the on-street parking regulations would remain the same as existing conditions). In addition, project right-of-way needs may impact a few surface parking lot locations along Beverly Boulevard, however, the number of affected parking lot spaces would be minimal (i.e., less than 15 parking spaces along the entire project alignment).

- g) **No Impact.** The project would provide needed roadway capacity along Beverly Boulevard. The design of the widened roadway would be in accordance with adopted policies, plans, and programs supporting alternative transportation. The improved traffic flow along Beverly Boulevard after project construction would improve the performance of the existing bus service.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A: CEQA Checklist

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>					
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The project would not generate new sources of water consumption or wastewater discharge. Due to the predominance of existing paved conditions along Beverly Boulevard, the project would not substantially increase the amount of impervious surfaces and the volume of surface runoff/wastewater production would not be significantly altered from existing conditions. The project would incorporate best management practices during construction along the roadway and over the Rio Hondo Channel to minimize potential impacts to water quality. Prior to construction, if required, a Section 401 Water Quality Certification permit would be acquired from the Los Angeles Regional Water Quality Control Board (RWQCB).
- b) **No Impact.** The project would not alter existing levels water consumption or wastewater production. As such, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Prior to construction, consultation with the Los Angeles County Flood Control District would occur to obtain approval of any alterations to existing storm water runoff facilities.
- c) **Less Than Significant Impact.** The project would not substantially alter existing drainage patterns, nor result in substantial increase in the rate or amount of surface runoff, as the existing project vicinity is covered predominantly with impermeable surfaces. The project would include new stormdrain improvements as part of the widened roadway. These improvements would include new catchbasins and tie-ins to existing lines. The potential temporary construction-related environmental effects related to these limited improvements would not be significant. Prior to construction, consultation with the Los Angeles County Flood Control District would occur to obtain approval of any alterations to existing storm water runoff facilities.

Appendix A: CEQA Checklist

- d) **No Impact.** Local water supplies are sufficient to serve construction needs. Project operation would not require the use of water. Should utility relocations be necessary during construction, interruptions in domestic water service to surrounding properties would be short-term and temporary. The project would not require new water entitlements.
- e) **No Impact.** The project would not generate new sources of wastewater. A determination by the wastewater treatment provider that serves the project area is not anticipated to be necessary for project approval. Should utility relocations be necessary during construction, interruptions in wastewater service to surrounding properties would be short-term and temporary.
- f) **Less Than Significant Impact.** Solid waste generated during project construction would be transported to Puente Hills Landfill or another appropriate solid waste facility with sufficient permitted capacity. After construction, the project would not generate solid waste.
- g) **No Impact.** Solid waste generated during project construction would be handled and disposed of in compliance with federal, state, and local statues and regulations related to solid waste. After construction, the project would not generate solid waste.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	MANDATORY FINDINGS OF SIGNIFICANCE.				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) ***Less Than Significant With Mitigation Incorporated.*** The proposed project comprises the widening of an existing roadway and replacement of an existing bridge in an urban environment. No significant impacts to biological resources are anticipated as a result of the project. Impacts to archaeological resources as a result of excavation activities in the bridge area are considered less than significant with the incorporation of specified mitigation measures.
- b) ***Less Than Significant Impact.*** With the specified mitigation measures implemented, the proposed project would potentially generate less than significant impacts related to air quality, cultural resources, noise, and population and housing. There are no known other projects in progress or planned in the proposed project area that would result in significant cumulative impacts.
- c) ***Less Than Significant With Mitigation Incorporated.*** Construction activities associated with the project may cause temporary, less than significant impacts upon air quality, traffic, noise, and population and housing that could result in adverse direct or indirect effects on human beings. Because project construction activities would be temporary and mitigation measures would be applied, the level of impacts upon humans is anticipated to be less than significant.

APPENDIX B: TITLE VI POLICY STATEMENT

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-3267
FAX (916) 654-6608



July 26, 2000

**TITLE VI
POLICY STATEMENT**

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in cursive script that reads "Jeff Morales".

JEFF MORALES
Director

APPENDIX C: SUMMARY OF RELOCATION BENEFITS

All businesses that may be displaced are assumed to be eligible for relocation benefits as indicated in Public Law 91-646. Specifically, Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, governs the relocation of individuals and businesses displaced by projects paid for in whole or part with federal funds. Because this project requires the purchase of property, the Uniform Act establishes minimum standards for relocation assistance and compensation as follows:

1. Relocation advisory and financial assistance shall be available for individuals and businesses that must relocate as a result of the public acquisition of property; and
2. Basic standards and requirements for appraisals and acquisition shall be followed in acquiring real property.

The provisions of the Uniform Act are set forth in the Code of Federal Regulations, 49 CFR Part 24, for federal and state agencies that are either acquiring the property or providing the financial assistance to do so. In order to comply with federal, state and County regulations, the County of Los Angeles must establish a relocation assistance program with the following components:

1. Advisory Assistance: Every person or business being displaced is eligible to receive advisory assistance in relocating to a replacement dwelling or business location. These services are in addition to compensation received by the property owner for the acquisition of real property or real property rights.
2. Financial Assistance: Beyond the constitutional requirement of just compensation, the Uniform Act requires certain financial benefits to assist displaced persons in relocating to a new business location. For eligible business owners or tenants, these include moving allowance payments for personal property and reimbursement for certain eligible miscellaneous or reestablishment expenses.

An actual determination of building structures and affected businesses that would need to be relocated as a result of the proposed project's right-of-way needs would not be confirmed until after the Final IS/EA is approved for the project and after a project design alternative is adopted. A Relocation Plan must be developed and approved by the County of Los Angeles Department of Public Works and the City of Montebello as part of the approval process. Individuals and/or businesses affected by the plan shall be contacted for a full explanation of the plan and available benefits during the approval process.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24 serve as the basis for the policies and procedures of the California Department of Transportation (Department) and apply without discrimination to this project. A complete discussion of the Relocation and Housing Assistance Programs are found in Chapter 10 of the Department Right of Way Manual. Important components and definitions are outlined below.

Appendix C: Summary of Relocation Benefits

Any person, household, business, farm, or nonprofit organization displaced by a public project is entitled to relocation benefits if they are in occupancy of the property being acquired at the time of the First Written Offer (FWO). Persons and entities displaced by a project and determined to be eligible for benefits are classified as a “displacee.” The only exception is the “Non-Occupant Owner”.

The term “displaced person” (or displacee) means any person who moves from the real property or moves his personal property from the real property as the direct result of:

1. A written notice of intent to acquire, the initiation of negotiations for, or the acquisition of, such real property in whole or in part for a project.
2. A written notice of intent to acquire, or the acquisition, rehabilitation, or demolition of, in whole or in part, other real property on which the person conducts a business or farm operation, for a project. However, eligibility for such person under the Uniform Act applies only for purposes of obtaining relocation assistance advisory services, and moving expenses. This includes persons who occupy the real property prior to its acquisition, but who do not meet the length of occupancy requirements of the Uniform Act.

Persons not considered “displaced” for purposes of obtaining relocation benefits are those who:

1. Move before the initiation of negotiations unless the Region/District issued a Notice of Intent to Acquire.
2. Initially entered into occupancy of the property after the date of its acquisition for the project.
3. Occupied the property for the sole purpose of obtaining assistance under the Uniform Act. (The burden of proof is on the Region/District).
4. Are not required to relocate permanently as a direct result of a project as determined by the Region/District. This can be because it is a temporary easement or because the partial acquisition does not require they relocate from the remainder. However, if the remainder has been determined to be an Uneconomic Remnant, then the occupant on the property is considered a displacee.
5. After receiving a Notice of Eligibility, are notified in writing that he or she will not be displaced for a project. Such notice shall not be issued unless the person has not moved and the Region/District agrees to reimburse the person for any expenses incurred to satisfy any binding contractual relocation obligations entered into after the effective date of the notice of relocation eligibility.
6. Retains the right of use and occupancy of the real property for life, or some other fixed term, following its acquisition by the Department.
7. Are not lawfully present in the United States and who have been determined to be ineligible for relocation benefits. The term “citizen,” for purposes of this part, includes both citizens of the United States and noncitizen nationals. The term “State” refers to any of the several States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, any territory or possession of the United States, or a political subdivision of any of these jurisdictions.

Tenured occupants are those occupants that meet the minimum occupancy requirement for full benefits. They are:

Appendix C: Summary of Relocation Benefits

- ◆ 180-Day Owner-Occupant - occupants of the household who have lived in AND owned the residence for at least 180 days immediately prior to the FWO.
- ◆ 90-Day Owner-Occupant - members of the household who have occupied AND owned the residence for at least 90 days immediately prior to the FWO, but less than 180 days.
- ◆ 90-Day Tenant - members of the household who have occupied the residence that is owned by someone else, and paid rent to that person for at least 90 days prior to the FWO.
- ◆ Business, Farms, and Nonprofit Organizations that occupy the property on the day of the FWO.

Non-Tenured occupants are those occupants that do not meet the minimum occupancy requirement, but may still be entitled to some benefits. They are:

- ◆ Less than 90-day occupant - a tenant or an owner who has not lived in the residence for at least 90 days, but is there at the time of the FWO.
- ◆ Post-Offer occupant - a tenant or an owner who moves into the residence after the FWO.
- ◆ Business, Farms and Nonprofit Organizations that occupy the property after the FWO.

Unlawful occupants are **not** entitled to relocation benefits. Unlawful occupants are considered to be:

- ◆ Squatters - someone who occupies the property to be acquired but without the owner's permission.
- ◆ A person who occupies the property to be acquired that is owned by another, and has received an Eviction Notice or other court action to cause the property to be vacated.

Consequential displacement is displacement of a person, business, farm, or nonprofit organization from the unacquired remaining property as a direct result of acquisition for the proposed project. Where only a portion of a property is acquired for public purposes, occupants are eligible for relocation payments only insofar as the Region/District determines that their displacement is a direct result of the acquisition.

The phrase "person not lawfully present in the United States" means someone who is not "lawfully present" in the United States and includes:

1. A person present in the United States who has not been admitted or paroled in the United States pursuant to the Immigration and Nationality Act, and whose stay in the United States has not been authorized by the U.S. Attorney General, and;
2. A person who is present in the United States after the expiration of the period of stay authorized by the U.S. Attorney General, or who otherwise violates the terms and conditions of admission, parole, or authorization to stay in the United States.

Eligible displacees may be entitled to Advisory Assistance, Moving Costs, and Replacement Housing Payments as follows:

- ◆ Advisory Assistance - available to everyone who occupies the real property acquired by the Department.

Appendix C: Summary of Relocation Benefits

- ◆ Moving Costs - reimbursement for actual, reasonable and necessary expenses. Available to everyone who must move their personal property from the real property acquired by the Department.
- ◆ Replacement Housing Payments - available for residential occupants based on type and length of occupancy at the time the Department initiates negotiations to acquire the real property.

Each person seeking relocation payments or relocation advisory assistance shall, as a condition of eligibility, certify:

1. In the case of an individual, that he or she is either a citizen or national of the U.S., or a person who is lawfully present in the U.S
2. In the case of a family, that each family member is either a citizen or national of the U.S., or a person who is lawfully present in the U.S. The certification may be made by the head of the household on behalf of other family members.
3. In the case of an unincorporated business, farm, or nonprofit organization, that each owner is either a citizen or national of the U.S., or a person who is lawfully present in the U.S. The certification may be made by the principal owner, manager, or operating officer on behalf of other persons who have an ownership interest.
4. In the case of an incorporated business, farm, or nonprofit organization, that the corporation is authorized to conduct business within the U.S. The certification shall indicate whether such person is either a citizen or national of the U.S., or a person who is lawfully present in the U.S.

Certification shall be made prior to giving relocation advisory assistance and prior to approval of any claims. It should be obtained at the time the owner or tenant signs the Certificate of Occupancy or receives the Notice of Eligibility, whichever is earlier.

No relocation payments or relocation advisory assistance shall be provided to a person who has not provided the certification described in this section or who has been determined to be not lawfully present in the U.S., unless such person can demonstrate to the displacing agency's satisfaction that the denial of relocation benefits will result in an exceptional and extremely unusual hardship to such person's spouse, parent, or child who is a citizen of the U.S., or is a person lawfully admitted for permanent residence in the U.S. Persons not lawfully present in the U.S. are not eligible for relocation benefits or advisory assistance.

In extremely rare circumstances, the denial of benefits to an uncertified occupant may create a severe hardship on the remaining certified occupants. The eligible occupants may submit a claim for benefits for the uncertified occupant and request that the denial of the benefits be reconsidered because of their particular situation. In order to claim benefits, the certified occupant must demonstrate to the Department's satisfaction that denial of the additional benefits to the uncertified occupant will result in an extreme hardship to the remaining occupants, particularly the spouse, parent, or child who is a legal resident. The Region/District representative or designee will determine if the displacee's situation is a hardship. Hardship is defined as:

1. Significant and demonstrable adverse impact on the health or safety of the spouse, parent, or child; or

Appendix C: Summary of Relocation Benefits

2. Significant and demonstrable adverse impact on the continued existence of the family unit of which the spouse, parent, or child is a member.

Note: Income alone will never be considered as the sole criteria in determining hardship.

As mandated by the 49 CFR 24.250(d), all relocation activities must be coordinated with project work and other displacement causing activities (e.g., appraisals, acquisition, and property management).

Records maintained by the Department are confidential regarding their use as public information, unless applicable law provides otherwise. The Public Records Act favors disclosure of public records unless there is a specific exemption against disclosure. Since the Act requires the Department to respond to a request for information within 10 days, even if the request falls within one of the exemptions, it is important not to ignore such a request.

The policies and procedures followed by the County of Los Angeles ensure that all persons impacted by a public project are treated fairly and equitably. Further, the uniform application of these policies and procedures will prevent fraud, waste, and abuse of the Department's resources. Periodic reviews of delegations, quality, and compliance are conducted to ensure full compliance.

APPENDIX D: ENVIRONMENTAL ASSESSMENT CHECKLIST

The NEPA Environmental Assessment Checklist on the following pages identifies physical, biological, social and economic factors that might be affected by the proposed project. Technical studies, including air quality, biological resources, hazardous materials, noise, and a relocation impact report, were prepared in connection with this report to document the anticipated effects of project alternatives, the results of which are summarized in this IS/EA. The NEPA Environmental Assessment Checklist contained in this section provides a brief summary of the anticipated effects of all project alternatives (refer to Chapter 1 for descriptions of alternatives evaluated). The second column of the checklist provides answers for the issues addressed in the first column of the checklist. Answers provided in the second column of the checklist describe whether or not the effect is adverse under NEPA subsequent to implementing mitigation for each respective resource/issue area. The last column of the checklist refers the reader to the chapter, section, etc., of the IS/EA under which more detailed discussion about that particular resource or issue can be found.

Appendix D: Environmental Assessment Checklist

ENVIRONMENTAL ASSESSMENT CHECKLIST			
	Yes Or No Before Mitigation	If Yes, Is It Significant After Mitigation?	IS/EA Reference Location
PHYSICAL - Will the proposal (either directly or indirectly):			
1. Appreciably change the topography or ground surface relief features?	NO		Chapter 2.2, Section 2.2.3
2. Destroy, cover, or modify any unique geologic or physical features?	NO		Chapter 2.2, Section 2.2.3
3. Result in unstable earth' surfaces or increase the exposure of people or property to geologic; or seismic hazards?	NO		Chapter 2.2, Section 2.2.3
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	YES	NO	Chapter 2.2, Section 2.2.3
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO		Chapter 2.2, Section 2.2.7
6. Result in an increase in the rate of use of any natural resource?	NO		Refer to various sections of Chapters 2.1, 2.2, and 2.3
7. Result in the substantial depletion of any nonrenewable resource?	NO		Chapter 2.2, Section 2.2.7
8. Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter control?	NO		Chapter 2.2, Section 2.2.4
9. Modify the channel of a river or stream or the bed of the ocean or any bay inlet or lake?	YES	NO	Chapter 2.2, Section 2.2.1
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO		Chapter 2.2, Section 2.2.1
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO		Chapter 2.2, Section 2.2.2
12. Result in the use of water in large amounts or in a wasteful manner?	NO		Chapter 2.2, Section 2.2.2
13. Affect wetlands or riparian vegetation?	NO		Chapter 2.3, Section 2.3.1
14. Violate or be inconsistent with federal, state or local water quality standards?	NO		Chapter 2.2, Section 2.2.2
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO		Chapter 2.2, Section 2.2.5
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	YES	NO	Chapter 2.2, Section 2.2.5
17. Result in the creation of objectionable odors?	YES	NO	Chapter 2.2, Section 2.2.5

Appendix D: Environmental Assessment Checklist

ENVIRONMENTAL ASSESSMENT CHECKLIST			
	Yes Or No Before Mitigation	If Yes, Is It Significant After Mitigation?	IS/EA Reference Location
18. Violate or be inconsistent with federal, state or local air standards or control plans?	NO		Chapter 2.2, Section 2.2.5
19. Result in an increase in noise levels or vibration for adjoining areas?	YES	NO	Chapter 2.2, Section 2.2.6
20. Result in any federal, state or local noise criteria being equaled or exceeded?	YES	NO	Chapter 2.2, Section 2.2.6
21. Produce new light, glare or shadows?	NO		Chapter 2.1, Section 2.1.8
BIOLOGICAL - Will the proposal result in (either directly or indirectly):			
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	NO		Chapter 2.3, Sections 2.3.1 and 2.3.2
23. Reduction of the numbers of or encroachment upon the critical habitat of, any unique, threatened or endangered species of plants?	NO		Chapter 2.3, Section 2.3.2
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO		Chapter 2.3, Section 2.3.2
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	NO		Chapter 2.1, Section 2.1.3
26. Removal or deterioration of existing fish or wildlife habitat?	NO		Chapter 2.3, Section 2.3.2
27. Change in the diversity of species, or numbers; of any species of animals (birds, land animals including reptiles, fish' and shellfish, benthic organisms, insects or microfauna)?	NO		Chapter 2.3, Section 2.3.2
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO		Chapter 2.3, Section 2.3.2
29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO		Chapter 2.3, Section 2.3.2
SOCIAL AND ECONOMIC - Will the proposal (directly or indirectly):			
30. Cause disruption of orderly, planned development?	NO		Chapter 2.1, Section 2.1.4
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO		Chapter 2.1, Section 2.1.1
32. Be inconsistent with a Coastal Zone Management Plan?	NO		Chapter 2.1, Section 2.1.1

Appendix D: Environmental Assessment Checklist

ENVIRONMENTAL ASSESSMENT CHECKLIST			
	Yes Or No Before Mitigation	If Yes, Is It Significant After Mitigation?	IS/EA Reference Location
33. Affect the location, distribution, density, or growth rate of the human population of an area?	NO		Chapter 2.1, Sections 2.1.2 and 2.1.4
34. Affect lifestyles, or neighborhood character or stability?	YES	NO	Chapter 2.1, Sections 2.1.4
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	YES	NO	Chapter 2.1, Sections 2.1.4
36. Divide or disrupt an established community?	YES	NO	Chapter 2.1, Sections 2.1.4
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	NO		Chapter 2.1, Sections 2.1.4
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	NO	Chapter 2.1, Sections 2.1.4
39. Affect property values or the local tax base?	YES	NO	Chapter 2.1, Sections 2.1.4
40. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	YES	NO	Chapter 2.1, Sections 2.1.1, 2.1.4, 2.1.5, 2.1.6, and 2.1.7
41. Affect public utilities, or police, fire, emergency or other public services?	YES	NO	Chapter 2.1, Section 2.1.5
42. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and/or goods?	YES	NO	Chapter 2.1, Section 2.1.6
43. Generate additional traffic?	NO		Chapter 2.1, Section 2.1.6
44. Affect or be affected by existing parking facilities or result in demand for new parking?	YES	NO	Chapter 2.1, Section 2.1.6
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO		Chapter 2.2, Section 2.2.4
46. Result in alterations to waterborne, rail or air traffic?	NO		Chapter 2.1, Section 2.1.6
47. Support large commercial or residential development?	NO		Chapter 2.1, Sections 2.1.1, 2.1.2, and 2.1.6
48. Affect a significant archaeological or historic site, structure, object, or building?	YES	NO	Chapter 2.1, Section 2.1.9
49. Affect wild or scenic rivers or natural landmarks?	NO		Chapter 2.1, Sections 2.1.1

Appendix D: Environmental Assessment Checklist

ENVIRONMENTAL ASSESSMENT CHECKLIST			
	Yes Or No Before Mitigation	If Yes, Is It Significant After Mitigation?	IS/EA Reference Location
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO		Chapter 2.1, Section 2.1.8
51. Result in substantial impacts associated with construction activities(e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	YES	NO	Chapter 2.1, Section 2.1.6; Chapter 2.2, Section 2.2.6
52. Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO		Chapter 2.5
MANDATORY FINDINGS OF SIGNIFICANCE			
53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	YES	NO	Chapter 2.3, Section 2.3.2
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO		Chapter 2.4
55. Does the project have environmental effects which are individually limited but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	NO		Chapter 2.4
56. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	YES	NO	Refer to various Sections of Chapter 2.1

**APPENDIX E: FINAL 2004 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP) – LOCAL HIGHWAY PROJECTS
LISTING**

FINAL 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (FY 2002/2003-2007/2008) - LOCAL HIGHWAY PROJECTS

LOS ANGELES COUNTY

LEAD AGENCY	PROJECT ID	AIR BASIN	MODEL NO	PROGRAM CODE	RTIP POST MILE BEG	RTIP END	DESCRIPTION	FUND	YEAR	ENG	ROW	CONS	TOTAL	2002/03	2003/04	2004/05	2005/06-2007/08	PROJECT TOTAL	COMPLIANCE CATEGORY	
LOS ANGELES COUNTY	LA087085	SCAB		CAN61	0	.0	.0 AVENUE S GRADE SEPARATION WEST OF SIERRA HWY-INCLUDES THE ENVIRONMENTAL STUDIES AND PREPARATION OF PLANS, SPECIFICATIONS & ESTIMATES FOR CONSTRUCTION OF A GRADE SEPARATION AT AVE S GRAND AVE. REALIGNMENT AND PEDESTRIAN ENHANCEMENTS- GRAND AVENUE BETWEEN TEMPLE AND SECOND STREET; CONSTRUCTION OF A TWO BLOCK REALIGNMENT OF GRAND AVENUE IN DOWNTOWN L.A	LIF STP	02/03	182	0	0	182	518	0	0	0	.0	518	<OTHER>
LOS ANGELES COUNTY	LA087288	SCAB		NCR27	0	.0	.0 SIERRA HWY RAILROAD OVERPASS, NORTH OF AVE Q SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTI JURISDICTIONAL, SIGNAL SYSTEM IMPROVEMENTS ON REGIONAL ARTERIALS & ADVANCED ITS TECHNOLOGY.	LTP STP	02/03	150	0	0	150	616	0	0	0	.0	616	TCM
LOS ANGELES COUNTY	LA0C52	MDAB		NCN31	0	.0	.0 SIERRA HWY RAILROAD OVERPASS, NORTH OF AVE Q SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTI JURISDICTIONAL, SIGNAL SYSTEM IMPROVEMENTS ON REGIONAL ARTERIALS & ADVANCED ITS TECHNOLOGY.	CITY LTP	02/03	500	0	0	500	1000	0	0	0	.0	1000	<OTHER>
LOS ANGELES COUNTY	LA0C8120	SCAB		ITS02	0	.0	.0 SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT OF MOUNTAIN JURISDICTION-AL, SIGNAL SYS IMPROVEMENT ON REGIONAL ARTERIALS USING CONVENTIONAL & ADVANCED ITS.	CO STP	05/06	516	0	0	516	0	0	0	0	8411.0	8411	EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA0C8121	SCAB	L315	ITS02	0	.0	.0 SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT OF MOUNTAIN JURISDICTION-AL, SIGNAL SYS IMPROVEMENT ON REGIONAL ARTERIALS USING CONVENTIONAL & ADVANCED ITS.	CO STP	05/06	645	0	0	645	0	0	0	0	10444.0	10444	EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA0C8127	SCAB		ITS02	0	.0	.0 GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE IV-DESIGN & CONSTRUCTION OF MULTI-JURISDICTIONAL,SIGNAL SYS IMPROVEMENT ON REGIONAL ARTERIALS USING CONVENTIONAL & ADVANCED ITS.	CO STP	05/06	616	0	0	616	0	0	0	0	10451.0	10451	EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA0C8179	SCAB		NCR27	0	.0	.0 GRAND AVE PED IMPROVEMENTS- PHASE II. STREETSCAPE IMPROVEMENTS DESIGNED TO IMPROVE PED CONNECTIONS BETWEEN MAJOR CULTURAL & GOVT FACILITIES ALONG GRAND AVE AND BUS & RAIL TRANSIT LINES.	CO STP	05/06	0	0	0	0	0	0	0	0	5936.0	5936	TCM
LOS ANGELES COUNTY	LA0C8316	SCAB		TIM24	0	.0	.0 TRANSPORTATION INFORMATION PROJECT (TIP), EQUIP COUNTY EMPLOYEES AT 41 SITES THROUGHOUT LA COUNTY WITH THE TOOLS NEEDED TO PROVIDE INDIVIDUALIZED TRANSIT ITINERARIES ETC.	PC ST-CASH	02/03	24	0	0	24	61	32	21	.0	.0	114	TCM
LOS ANGELES COUNTY	LA960017	SCAB		CAR63	0	.0	.0 BEVERLY BOULEVARD AT POPLAR AVENUE WIDEN INTERSECTION WIDEN FROM 4 TO 6 LANES	LTP	02/03	0	0	0	0	580	0	0	0	.0	580	<OTHER>
LOS ANGELES COUNTY	LA960018	SCAB	L328	CAR63	0	.0	.0 BEVERLY BOULEVARD MONTEBELLO BLVD TO W/O POPLAR AVE RECONSTRUCT & WIDEN FROM 4 TO 6 LANES	CO	02/03	0	0	0	0	3650	0	0	0	.0	3650	<OTHER>

Note 1. Sorted by county, lead agency, and project ID.

FINAL 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (FY 2002/2003-2007/2008) - LOCAL HIGHWAY PROJECTS

LOS ANGELES COUNTY

LEAD AGENCY	PROJECT ATR MODEL	PROGRAM CODE	POST MILES	DESCRIPTION	FUND YEAR	ENG	ROW	CORSE	TOTAL	2002/03	2003/04	2004/05	2005/06-2007/08	PROJECT TOTAL	COMPLIANCE CATEGORY
LOS ANGELES COUNTY	LA960019	SCAB	L329	CAR63	0	0	0	0	0	1460	0	0	0	0	1460 <OTHER>
LOS ANGELES COUNTY	LA960020	SCAB		CAR63	0	0	0	40	40	340	0	0	0	0	340 <OTHER>
LOS ANGELES COUNTY	LA960021	SCAB	L330	CAR63	0	0	0	300	300	3675	0	0	0	0	3675 <OTHER>
LOS ANGELES COUNTY	LA960022	SCAB	L313	CAR63	0	0	0	173	173	1500	0	0	0	0	1500 <OTHER>
LOS ANGELES COUNTY	LA960023	SCAB	L312	CAR63	0	0	0	98	98	850	0	0	0	0	850 <OTHER>
LOS ANGELES COUNTY	LA960024	SCAB	L331	CAR63	0	0	0	5200	5200	6500	0	0	0	0	6500 <OTHER>
LOS ANGELES COUNTY	LA960027	SCAB	9100	ITS02	0	0	0	855	1130	1130	0	0	0	0	1130 EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA960028	SCAB	9001	ITS02	0	0	0	2225	2930	2930	0	0	0	0	2930 EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA960031	SCAB	9104	ITS02	0	0	0	775	1020	1020	0	0	0	0	1020 EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA960033	SCAB	9105	ITS02	0	0	0	53	70	70	0	0	0	0	70 EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA960034	SCAB	9107	ITS02	0	0	0	745	980	980	0	0	0	0	980 EXEMPT/TRAFFIC SIGNALIZATION
LOS ANGELES COUNTY	LA960035	SCAB	9108	ITS02	0	0	0	13	17	17	0	0	0	0	17 EXEMPT/TRAFFIC SIGNALIZATION

Note 1. Sorted by county, lead agency, and project ID.

#71057 v1

APPENDIX F: PUBLIC REVIEW COORDINATION AND DOCUMENTATION

I. PUBLIC COMMENT PERIOD FOR THE IS/EA

The IS/EA was circulated for public comment beginning February 10, 2004. The comment period was closed on March 25, 2004. During the public review period, a community meeting was held on March 2, 2004. Notice of this meeting was placed in the appropriate newspapers. Copies of this IS/EA document were available for review at the Montebello Library, Pico Rivera Library, and County of Los Angeles Department of Public Works office.

On March 2, 2004, a community meeting was conducted at the City of Montebello City Council Chambers. A total of 22 participants attended the event. The meeting consisted of brief welcome and introduction by the City of Montebello Director of Public Works, followed by a project presentation, and project discussion. Project Staff were available to address questions or concerns. The entering visitor was greeted at a sign-in table and was offered an agenda sheet, project information sheet, and a comment card.

II. PUBLIC HEARING

A community meeting was held on March 2, 2004, from 7:00 p.m. to 9:00 p.m. at the Montebello City Council Chambers located in the City of Montebello. These meetings were held to give the public an opportunity to become familiar, ask questions and make comments on the various aspects of the proposed project. Additionally, a Public Notice was published in the Eastside Sun on 2/19/04, the Whittier Daily News on 2/13/04 and the Montebello News Press on 2/19/04. General issues of the comments and questions made at the hearing consisted of:

- Construction detours
- Relocation of liquor store
- Financial assistance for relocation
- How project will affect property values in the area
- Traffic impacts
- Need information on relocation assistance
- Impacts on businesses during construction
- Impacts on businesses due to loss of square footage
- Who is responsible for planning and construction of building fronts

These issues were addressed at the public meeting. Copies of the comment letters are attached.

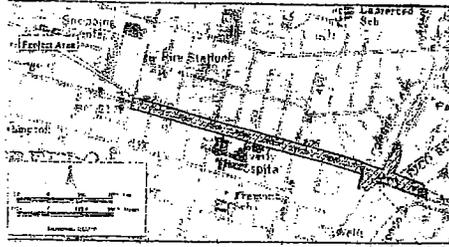
III. WRITTEN COMMENTS AND RESPONSES

Six comment letters were received during the comment period.

**NOTICE OF AVAILABILITY OF
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
AND
NOTICE OF COMMUNITY MEETING
FOR THE
BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT
OF BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL**

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California. This project would be constructed in the vicinity of your neighborhood.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10-foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include the replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to the Rio Hondo Convalescent Hospital at Rea Drive, removal of the Rea Drive underpass, removal and reconstruction of the existing retaining wall on the north side west Rea Drive, and modification of the existing traffic signal system at Rea Drive. The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.



Public Works has prepared an environmental document, referred to as an Initial Study/Environmental Assessment, to assess the proposed project impacts to the environment and the community. The draft Initial Study/Environmental Assessment is being circulated for a 45-day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

County of Los Angeles
Department of Public Works
Programs Development Division
900 South Fremont
Alhambra, CA 91802-1331

Pico Rivera Library
9001 Mines Avenue
Pico Rivera, CA 90660

In addition, copies of the document are available on CD. To request a copy, contact Mr. Albert E. Anidi of our Programs Development Division at (626) 458-5199, Monday through Thursday, between 7 a.m. and 5:30 p.m.

Interested parties may submit their comments regarding the Initial Study/Environmental Assessment to:

Mr. Albert E. Anidi
County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

During this review period, a community meeting will be held to discuss the project. The meeting will be held on March 2, 2004, from 7 p.m. to 9 p.m. at the Montebello City Council Chambers located at 1600 West Beverly Boulevard, Montebello, California 90640. Public Works staff will be on hand to discuss the project and to answer any questions.

It is anticipated that the findings discussed in the Initial Study/Environmental Assessment will support a Mitigated Negative Declaration/Finding of No Significant Impact as a final document for this project! The Mitigated Negative Declaration/Finding of No Significant Impact will incorporate responses to written comments received during the public review period and will be considered by the Board of Supervisors for approval.

Questions regarding this notice should be directed to Mr. Albert E. Anidi at the contact info noted above.

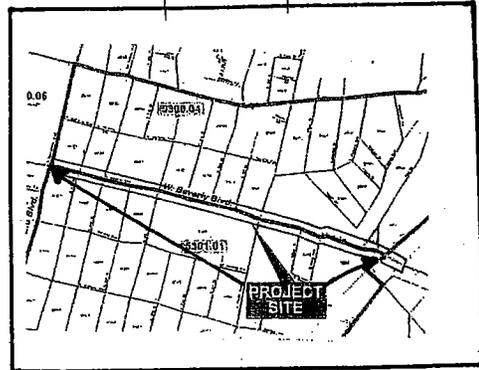
Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disability Act (ADA) information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle informacion y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Ademas, documentacion sobre el programa esta disponible en nuestra oficina principal en Alhambra (900 S. Fremont Ave.), la cual es accesible para individuos con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7 a.m. a 5:30 p.m.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
AND
NOTICE OF COMMUNITY MEETING
FOR THE
BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT
OF BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California. This project would be constructed in the vicinity of your neighborhood.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10-foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include the replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to the Rio Hondo Convalescent Hospital at Rea Drive, removal of the Rea Drive underpass, removal and reconstruction of the existing retaining wall on the north side west Rea Drive, and modification of the existing traffic signal system at Rea Drive. The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.



Public Works has prepared an environmental document, referred to as an Initial Study/Environmental Assessment, to assess the proposed project impacts to the environment and the community. The draft Initial Study/Environmental Assessment is being circulated for a 45-day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

County of Los Angeles
Department of Public Works
Programs Development Division
900 South Fremont
Alhambra, CA 91802-1331

Pico Rivera Library
9001 Mines Avenue
Pico Rivera, CA 90660

In addition, copies of the document are available on CD. To request a copy, contact Mr. Albert E. Anidi of our Programs Development Division at (626) 458-5199, Monday through Thursday, between 7 a.m. and 5:30 p.m.

Interested parties may submit their comments regarding the Initial Study/Environmental Assessment to:

Mr. Albert E. Anidi
County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

During this review period, a community meeting will be held to discuss the project. The meeting will be held on March 2, 2004, from 7 p.m. to 9 p.m. at the Montebello City Council Chambers located at 1600 West Beverly Boulevard, Montebello, California 90640. Public Works staff will be on hand to discuss the project and to answer any questions.

It is anticipated that the findings discussed in the Initial Study/Environmental Assessment will support a Mitigated Negative Declaration/Finding of No Significant Impact as a final document for this project. The Mitigated Negative Declaration/Finding of No Significant Impact will incorporate responses to written comments received during the public review period and will be considered by the Board of Supervisors for approval.

Questions regarding this notice should be directed to Mr. Albert E. Anidi at the contact info noted above.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disability Act (ADA) information, please contact our departmental ADA Coordinator at (626) 458-4081 or TDD (626) 282-7829, Monday through Thursday, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle informacion y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Ademas, documentacion sobre el programa esta disponible en nuestra oficina principal en Alhambra (900 S. Fremont Ave.), la cual es accesible para individuos con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7 a.m. a 5:30 p.m.

269 012 002
JAIME S & ROSA ESPARZA
24 N TAYLOR AVE
MONTEBELLO CA 90640

5269 012 003
JAIME S ESPARZA
824 N TAYLOR AVE
MONTEBELLO CA 90640

269 012 004
GEORGE B & ELIZABETH G PACHECO
123 W BEVERLY BLVD
MONTEBELLO CA 90640

5269 012 005
ELIGIO & FRANCISCA A MUNOZ
528 S GERHART AVE
LOS ANGELES CA 90022

269 012 008
VARTAN & WARTUHI MARTIROSIAN
1051 W WHITTIER BLVD
MONTEBELLO CA 90640

5269 012 009
KWOK K & MEI K LAM
837 COFFMAN DR
MONTEBELLO CA 90640

5269 012 010
LAZARO & CATALINA TRS GARCIA
7338 NADA ST
DOWNEY CA 90242

269 012 012
DEBETE D MUGA
20 N 4TH ST
MONTEBELLO CA 90640

5269 012 013
ROWENA T & THERESA T TRAN
5317 ENCINITA AVE
TEMPLE CITY CA 91780

5269 012 015
JOSEPH GIWOFF
510 N 1ST ST
MONTEBELLO CA 90640

269 012 016 5269 012 017
JOSEPH & CHRISTINE TRS GIWOFF
5562 EL CONEJO LN
LAGUNA HILLS CA 92653

5269 012 018
RAMON & ALICIA DELAROSA
101 E VICTORIA AVE
MONTEBELLO CA 90640

5269 012 019
YOLANDA BINDIOLA
113 E VICTORIA AVE
MONTEBELLO CA 90640

269 012 020
JOHN J CAMPBELL
37 N POPLAR AVE
MONTEBELLO CA 90640

5269 012 021
ALFREDO M ZUNIGA
105 E VICTORIA AVE
MONTEBELLO CA 90640

5269 012 022
JUAN ALVARADO-ALBA
536 N 1ST ST
MONTEBELLO CA 90640

269 012 023
RUDY M YBARRA
109 E VICTORIA AVE
MONTEBELLO CA 90640

5269 012 025
YUKIKO ABE
117 E VICTORIA AVE
MONTEBELLO CA 90640

5269 012 027
FAMILY TR CLEMENS
100 W BEVERLY BLVD
MONTEBELLO CA 90640

269 012 029 5269 012 030
MONTEBELLO CMNTY HEALTH
SERVICES I
109 W BEVERLY BLVD
MONTEBELLO CA 90640

5269 012 033
FUNDUKIAN VARTAN & SONIA M
512 N 2ND ST
MONTEBELLO CA 90640

5269 012 034
ERNESTO & ALICIA VARELA
514 N 2ND ST
MONTEBELLO CA 90640

269 012 035
SABEL K MONTOYA
PO BOX 1247
MICO RIVERA CA 90660

5269 012 036
TROUGH JOSEPH L
2133 S PEBBLE BEACH DR
PALM SPRINGS CA 92264

5269 012 037
ABRAHAM F CHAVEZ
517 N 1ST ST
MONTEBELLO CA 90640

269 012 038
CARMELO & CARMELINA PALMERI
24 N 4TH ST
MONTEBELLO CA 90640

5269 012 039
SILVIANO & RICHARD B GURROLA
15472 DEL PRADO DR
HACIENDA HEIGHTS CA 91745

5269 012 040
RUDY M YBARRA
533 N 1ST ST
MONTEBELLO CA 90640

5269 013 043
LEVIN NEAL CO TR
646 N 19TH ST
MONTEBELLO CA 90640

5269 013 046
ARUT & SARA CAKMAK
205 W VICTORIA AVE
MONTEBELLO CA 90640

5269 013 049
MANGASAR FERMANIAN
533 N 2ND ST
MONTEBELLO CA 90640

5269 013 052
AZATOU SAAKYAN
519 N 2ND ST
MONTEBELLO CA 90640

5269 013 057
SHMELAK FAMILY PTNRSHIP
4736 SALOMA AVE
SHERMAN OAKS CA 91403

5269 013 060
JULIAN & VIRGINIA QUINTERO
9138 REICHLING LN
PICO RIVERA CA 90660

5269 013 063
JUAN N & ELENA R MERAZ
6622 LINDSEY AVE
PICO RIVERA CA 90660

5269 013 066
MIGUEL PRIETO
301 W VICTORIA AVE
MONTEBELLO CA 90640

5269 014 003
RICHARD JUAREZ
536 N 6TH ST
MONTEBELLO CA 90640

5269 014 006
AINILIAN GARY & SUE
524 N 6TH ST
MONTEBELLO CA 90640

5269 013 044
DOLORES & DAVID QUINTERO
215 W VICTORIA AVE
MONTEBELLO CA 90640

5269 013 047
RALPH GARCIA
9804 POMERING RD
DOWNEY CA 90240

5269 013 050
HAGOP & MARIE KEUROGHLIAN
525 N 2ND ST
MONTEBELLO CA 90640

5269 013 053
MARGARET KUROIWA
517 N 2ND ST
MONTEBELLO CA 90640

5269 013 058
JOE & ESPERANZA R GUERRERO
11155 ALDRICH ST
WHITTIER CA 90606

5269 013 061
ANAHID SARKISIAN
528 N 3RD ST
MONTEBELLO CA 90640

5269 013 064
ANTHONY J FRUMENTO
1651 SHADY CREST LN
MONTEREY PARK CA 91754

5269 014 001
FLORES PRISCILLA
824 S 3RD ST
MONTEBELLO CA 90640

5269 014 004
RAFAEL V & ELBA B LOPEZ
532 N 6TH ST
MONTEBELLO CA 90640

5269 014 066
KAREN MARTIROSYAN
520 N 6TH ST
MONTEBELLO CA 90640

5269 013 045
BERNEDETTE CINQUEGRANI
27 CRESCENT DR
MUNDELEIN IL 60060

5269 013 048
VENEZIANO
824 W MADISON AVE
MONTEBELLO CA 90640

5269 013 051
MARIANO & BEDA TOMASZEWS
521 N 2ND ST
MONTEBELLO CA 90640

5269 013 054
FRANK & CROCETTA SALOMON
513-515 N 2ND ST
MONTEBELLO CA 90640

5269 013 059
JOSEPH & CLARA TRS
SCHIFFHAUER
522 N 3RD ST
MONTEBELLO CA 90640

5269 013 062
EMELINE DAVILA
532 N 3RD ST
MONTEBELLO CA 90640

5269 013 065
JUAN F & GRACIELA TRS SANCHEZ
2032 HEREFORD DR
MONTEBELLO CA 90640

5269 014 002
ROBERTO HERNANDEZ
540 N 6TH ST
MONTEBELLO CA 90640

5269 014 005
ZAVEN & SETTA ABAJIAN
528 N 6TH ST
MONTEBELLO CA 90640

5269 014 067
ASDGHIG MOORADIAN
516 N 6TH ST
MONTEBELLO CA 90640

5269 014 068
MIGUEL A & BADILLO ELIZABETH
GARCIA
512 N 6TH ST #B
MONTEBELLO CA 90640

5269 016 001
RALPH G & MIRIAN G KUON
600 W BEVERLY BLVD
MONTEBELLO CA 90640

5269 016 007
SOUTHERN CALIFORNIA GAS
COMPANY
520 N 7TH ST
MONTEBELLO CA 90640

5269 016 011
MULLINS ORIN E
532 N 7TH ST
MONTEBELLO CA 90640

5269 016 014
FLEURETTE M TR KHATZIS
544 N 7TH ST
MONTEBELLO CA 90640

5269 016 018
METCHIKOFF NELL
533 N 6TH ST
MONTEBELLO CA 90640

5269 016 021
SOUTHERN CALIFORNIA GAS
COMPANY
521 N 6TH ST
MONTEBELLO CA 90640

5269 016 030
RODOLFO & YOLANDA TRS
ACEVES
513 N 7TH ST
MONTEBELLO CA 90640

5269 016 033
POIRIER GENE C & BERTHA I
521 N 7TH ST
MONTEBELLO CA 90640

5269 016 036
MARTHA RAYGOZA
537 N 7TH ST
MONTEBELLO CA 90640

5269 014 070
PIONEER PROPERTY CO INC
633 W 5TH ST #56FLR
LOS ANGELES CA 90071

5269 016 005
AUDREY P. MEZORI
512 N 7TH ST
MONTEBELLO CA 90640

5269 016 008
CARLOS PERCHEZ
524 N 7TH ST
MONTEBELLO CA 90640

5269 016 012
ALEJANDRO CERVANTES
536 N 7TH ST
MONTEBELLO CA 90640

5269 016 015
VAROÖJAN & DENISE HAGOPIAN
545 N 6TH ST
MONTEBELLO CA 90640

5269 016 019
RODEGHIERO JOSEPHINE
529 N 6TH ST
MONTEBELLO CA 90640

5269 016 022
ANNE L DONOFRIO
517 N 6TH ST
MONTEBELLO CA 90640

5269 016 031
MUNGIA
517 N 7TH ST
MONTEBELLO CA 90640

5269 016 034
MEREDITH M RUMMEL
529 N 7TH ST
MONTEBELLO CA 90640

5269 016 037
SOUTHERN CALIFORNIA GAS
COMPANY
541 N 7TH ST
MONTEBELLO CA 90640

5269 014 071
LYDIA & CESAR AGUILERA
17149 HIGHWOOD RD
HACIENDA HEIGHTS CA 91745

5269 016 006
FRANK D WINTERS
516 N 7TH ST
MONTEBELLO CA 90640

5269 016 010
ROBERT A & RACHEL L ALVARADO
528 N 7TH ST
MONTEBELLO CA 90640

5269 016 013
VILEN & SONIA MANOUSADJIAN
540 N 7TH ST
MONTEBELLO CA 90640

5269 016 017
DAVID R & PATRICIA MIRANDA
537 N 6TH ST
MONTEBELLO CA 90640

5269 016 020
GLORIA VILLASENOR
525 N 6TH ST
MONTEBELLO CA 90640

5269 016 023
OLGA L BUCHANAN
513 N 6TH ST
MONTEBELLO CA 90640

5269 016 032
THEISEN THOMAS & CARRILLO
JULIA
521 N 7TH ST
MONTEBELLO CA 90640

5269 016 035
YAN
853 ADELITA ST
MONTEBELLO CA 90640

5269 016 038
AKOP & VARDJOU DJAMDJIAN
545 N 7TH ST
MONTEBELLO CA 90640

5269 016 041
ALFRED & HELEN TRS MANOOKIAN
PO BOX 231
MONTEBELLO CA 90640

5269 016 042
JOHN M & CECILIA HERNANDEZ
524 N MONTEBELLO BLVD
MONTEBELLO CA 90640

5269 016 043
OLVEA YOLANDA & OLVEA
YOLANDA
880 W BEVERLY BLVD #B
MONTEBELLO CA 90640

5269 016 044
CAMDEN HOLDINGS LLC
9454 WILSHIRE BLVD #650
BEVERLY HILLS CA 90212

5269 016 045
RONALDO CHAVEZ
608 W BEVERLY BLVD
MONTEBELLO CA 90640

5269 016 046
GINO F DELORENZO
506 N MONTEBELLO BLVD
MONTEBELLO CA 90640

5269 016 047
PACE PHILLIP J CO TR PACE
TRUST
400 N MONTEBELLO BLVD #2FLR
MONTEBELLO CA 90640

5269 016 048
FRANK A MARTY
6134 MANZANAR AVE
PICO RIVERA CA 90660

5269 016 049
PAPAC PROPS
544 N MONTEBELLO BLVD
MONTEBELLO CA 90640

5269 016 050
PAPAC PROPS
540 N MONTEBELLO BLVD
MONTEBELLO CA 90640

5269 016 051
JOSE R & ROSELINA CAMPOS
541 N 6TH ST
MONTEBELLO CA 90640

5272 001 030
ALLEN & DEANNA TRS ALEVY
6665 LONG BEACH BLVD
LONG BEACH CA 90805

5272 001 033
ALLEN & DEANNA TRS ALEVY
6665 LONG BEACH BLVD
LONG BEACH CA 90805

5272 001 034
ALLEN & DEANNA TRS ALEVY
6665 LONG BEACH BLVD
LONG BEACH CA 90805

5272 001 046
ALBERT J & MARY CO-TR SACCHI
661 BREA CANYON RD #7
WALNUT CA 91789

5272 001 047
ALLEN & DEANNA TR ALEVY
6665 LONG BEACH BLVD
LONG BEACH CA 90805

5272 001 048
ALBERT J SACCHI
661 BREA CANYON RD #7
WALNUT CA 91789

5272 001 049
ALBERT J SACCHI
661 BREA CANYON RD #7
WALNUT CA 91789

5272 001 050
ALBERT SACCHI
760 S MAPLE AVE
MONTEBELLO CA 90640

5272 001 051
ALBERT SACCHI
760 S MAPLE AVE
MONTEBELLO CA 90640

5272 001 052
ALBERT J SACCHI
760 S MAPLE AVE
MONTEBELLO CA 90640

5272 001 054
ALBERT J SACCHI
661 BREA CANYON RD #7
WALNUT CA 91789

5272 001 271
L A CITY DEPT OF WATER &
POWER
PO BOX 51111
LOS ANGELES CA 90051

5272 001 273
L A CITY DEPT OF WATER &
POWER
PO BOX 51111
LOS ANGELES CA 90051

5272 001 910
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

5272 001 911
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

5272 001 912
MONTEBELLO CITY
628 GRANTREA
MONTEBELLO CA

5272 001 913
MONTEBELLO CITY

5272 001 920
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

5272 001 923
REDEVELOPMENT AGENCY OF
PICO RIVERA CITY
4101 PARAMOUNT BLVD
PICO RIVERA CA 90660

5272 001 924
L A COUNTY FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012
5272 004 012

5272 004 017
LOUIS & ESPERANZA TRS OSOLLO
8424 CULP DR
PICO RIVERA CA 90660

5272 004 020
SOHAN L & MARGARET MAHESH
8438 CULP DR
PICO RIVERA CA 90660

5272 004 023
SUSAN ATOYAN
8407 CULP DR
PICO RIVERA CA 90660

5272 004 026
NORMA RODARTE
8341 CULP DR
PICO RIVERA CA 90660

5272 004 029
GLORIA C MANZANARES
8325 CULP DR
PICO RIVERA CA 90660

5272 004 032
NEMORIO G HERNANDEZ
8309 CULP DR
PICO RIVERA CA 90660

5272 004 036
PABLO & M GLORIA RAYA
4415 PINE ST
PICO RIVERA CA 90660

5272 004 900
MONTEBELLO CITY

5278 027 001
HELEN S S KWAN
500 N FORBES AVE
MONTEBELLO CA 90640

CHRIST HANSEN
401 W CLEVELAND AVE
MONTEBELLO CA 90640

5272 004 018
JOE H & LUPE M HILARIO
8430 CULP DR
PICO RIVERA CA 90660

5272 004 021
CHRIS & ELVIA PRECIADO
8421 CULP DR
PICO RIVERA CA 90660

5272 004 024
CHOCOOJ ANA
8403 CULP DR
PICO RIVERA CA 90660

5272 004 027
SALVADOR & MARGARET
DOMINGUEZ
8335 CULP DR
PICO RIVERA CA 90660

5272 004 030
SALVADOR R & LINDA R CASTILLO
8321 CULP DR
PICO RIVERA CA 90660

5272 004 033
JAVIER A & SONIA AISPURO
8303 CULP DR
PICO RIVERA CA 90660

5272 004 037
ANTRANIK H & JESSIE A
SHAHINIAN
4419 PINE ST
PICO RIVERA CA 90660

5272 004 901
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

5278 027 002
MARIO M & IRMA P JURADO
453 HOLGER DR
MONTEBELLO CA 90640

5272 004 015
CHRIST HANSEN
401 W CLEVELAND AVE
MONTEBELLO CA 90640

5272 004 019
CITIFINANCIAL MORTGAGE CO INC
14415 S 50TH ST #100
PHOENIX AZ 85044

5272 004 022
CADAVONA JOHN & JANET P
8413 CULP DR
PICO RIVERA CA 90660

5272 004 025
FAUSTO G & MARY J CAMPOS
8347 CULP DR
PICO RIVERA CA 90660

5272 004 028
ARTURO N & GERALDINE OROZCO
8329 CULP DR
PICO RIVERA CA 90660

5272 004 031
JORGE & VILMA C VALERIO
8315 CULP DR
PICO RIVERA CA 90660

5272 004 035
HOLDINGS PJP
8540 BEVERLY BLVD
PICO RIVERA CA 90660

5272 004 038
FIDENCIO & MARTHA RAYA
4423 PINE ST
PICO RIVERA CA 90660

5272 004 902
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

5278 027 003
MACIAS ERNEST R
449 HOLGER DR
MONTEBELLO CA 90640

5278 027 004
SILVIA D VARGAS
445 HOLGER DR
MONTEBELLO CA 90640

5278 027 007
SALVADOR R ESTRADA
433 HOLGER DR
MONTEBELLO CA 90640

5278 027 010
SANMUKHBHAI D & BHANUMATI S
BHAKTA
PO BOX 4019
SAN DIMAS CA 91773

5278 027 013
RAMON Y OLVERA
409 HOLGER DR
MONTEBELLO CA 90640

5278 027 016
FRANCISCO E & VICTORIA
ALCORTA
321 HOLGER DR
MONTEBELLO CA 90640

5278 027 019
ASSUMPTION & FAYE TRS JIMENEZ
309 HOLGER DR
MONTEBELLO CA 90640
5278 027 020

5278 027 022
REBECCA VILLALOBOS
504 JAY CT
MONTEBELLO CA 90640

5278 027 025
AMERICAN BAPTIST CHURCHES OF
THE
970 S VILLAGE OAKS DR
COVINA CA 91724

5278 027 028
PHILLIP J PACE
400 N MONTEBELLO BLVD #2ND
MONTEBELLO CA 90640

5278 027 036
JOE DELGADO JR.
268 E BEVERLY BLVD #F
MONTEBELLO CA 90640

5278 027 005
JESSE & JACKELINE BECERRA
441 HOLGER DR
MONTEBELLO CA 90640

5278 027 008
JOSE M NUNEZ
429 HOLGER DR
MONTEBELLO CA 90640

5278 027 011
MIGUEL & ESPERANZA SOCHINSKI
417 HOLGER DR
MONTEBELLO CA 90640

5278 027 014
DOLORES PAZ
405 HOLGER DR
MONTEBELLO CA 90640

5278 027 017
RAUL M SANCHEZ
317 HOLGER DR
MONTEBELLO CA 90640

GARCIA JEAN F & GARCIA JEAN E
305 HOLGER DR
MONTEBELLO CA 90640

5278 027 023
MARKOS G & SARANOOSH
ZOHREBIAN
213 E VICTORIA AVE
MONTEBELLO CA 90640

5278 027 026
JEW DONALD Y CO-TRS D Y & G L
JEW
PO BOX 8086
ROWLAND HEIGHTS CA 91748

5278 027 031
PHILLIP J PACE
400 N MONTEBELLO BLVD #2ND
MONTEBELLO CA 90640

5278 027 037
LUISA BOWEN
268 E BEVERLY BLVD #E
MONTEBELLO CA 90640

5278 027 006
MARCO GARCIA
437 HOLGER DR
MONTEBELLO CA 90640

5278 027 009
FILIBERTO & MARIA I VELASCO
425 HOLGER DR
MONTEBELLO CA 90640

5278 027 012
SERGIO & NORA GONZALEZ
518 W WOODRUFF AVE
ARCADIA CA 91007

5278 027 015
RUDY C GONZALES
401 HOLGER DR
MONTEBELLO CA 90640

5278 027 018
RUDY BAIZA
313 HOLGER DR
MONTEBELLO CA 90640

5278 027 021
LOUISE M SUTKUS
301 HOLGER DR
MONTEBELLO CA 90640

5278 027 024
AH C LAM
19309 BRANDING IRON RD
WALNUT CA 91789

5278 027 027
RALPH ALMEIDA
8811 E LAS TUNAS DR
SAN GABRIEL CA 91776

5278 027 032
PHILLIP J PACE
400 N MONTEBELLO BLVD #2ND
MONTEBELLO CA 90640

5278 027 038
NINA WATKINS
268 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 039
JUSTAVO & NORMA A LOZA
268 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 040
RENE E SANDOVAL
268 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 041
ROSA RODRIGUEZ
268 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 042
KEVIN SETO
260 E BEVERLY BLVD #F
MONTEBELLO CA 90640

5278 027 043
DORA P ORTEGA
260 E BEVERLY BLVD #E
MONTEBELLO CA 90640

5278 027 044
RACHEL YANEZ
260 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 045
FERMIN CERVANTES
260 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 046
JOE SANCHEZ
1508 NAIRN AVE
LOS ANGELES CA 90022

5278 027 047
STEVEN E & CHERYL A CATLETT
44520 SANTA MARGARITA AVE
PALM DESERT CA 92260

5278 027 048
RICARDO L MOUNT
256 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 049
RONALD P RODRIGUEZ
256 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 050
ROBERT E ARREDONDO
252 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 051
CRISTINA RICO
252 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 052
YVETTE NAVARRO
252 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 053
CARL E CAMERON
252 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 054
EMMANUEL V & SHIRLEY
BALUCANAG
236 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 055
OF HUD SECRETARY
236 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 056
STEPHEN I & TONIA V BIERMAN
PO BOX 17278
SAN DIEGO CA 92177

5278 027 057
RAY TAPIA
236 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 058
CAROL J PRICE
236 E BEVERLY BLVD
MONTEBELLO CA 90640

5278 027 059
AMIT KUMAR
240 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 060
ELIZABETH N FORTINI
240 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 061
PATRICIA A CORRALES
240 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 062
KAY RODRIGO
240 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 063
JOHN K CHIN
244 E BEVERLY BLVD #A # A
MONTEBELLO CA 90640

5278 027 064
VAHAN CHAMICHYAN
244 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 065
EDMOND LEONG
248 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 066
DAVID & NORA CORTEZ
248 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 067
JEFFREY YABANA
248 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 068
TU TRAN MUOI
248 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 069
TERESA L TORRES
248 E BEVERLY BLVD #E
MONTEBELLO CA 90640

5278 027 072
MARIO & LORENA LEONOR
264 E BEVERLY BLVD #B
MONTEBELLO CA 90640

5278 027 075
O H LEE
264 E BEVERLY BLVD #E
MONTEBELLO CA 90640

5294 019 007
PARK VICTORIA APARTMENTS LLC
11693 SAN VICENTE BLVD
LOS ANGELES CA 90049

5294 019 802
SO CALIF EDISON CO

6345 005 004
EDWARD & EDWINA GARCIA
425 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 009
MIRIAM RODRIGUEZ
409 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 012
TONY M CARREON
809 W BEVERLY TER
MONTEBELLO CA 90640

6345 005 015
MARIA E POLACK
812 W HARDING AVE
MONTEBELLO CA 90640

6345 005 018
ANDY MAGDESIAN
821 W BEVERLY TER
MONTEBELLO CA 90640

5278 027 070
CRISTINA N COROMINAS
PO BOX 71774
LOS ANGELES CA 90071

5278 027 073
RAMAKRISHNAN MENON
264 E BEVERLY BLVD #C
MONTEBELLO CA 90640

5278 027 076
JON D PACE
400 N MONTEBELLO BLVD #200
MONTEBELLO CA 90640

5294 019 008
COMBINED PROPERTIES LTD
PTNSHP
1899 L ST NW
WASHINGTON DC 20036

6345 005 002
KONDRATUK PEDRO & LIDIA
1417 LOMA RD
MONTEBELLO CA 90640

6345 005 007
RENE & DELIA TRS ROMERO
417 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 010
FRANCISCO & ROSA QUEZADA
405 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 013
RAFAEL B & MARY ROMERO
808 W HARDING AVE
MONTEBELLO CA 90640

✓ 6345 005 016
CASTRO JOSEPH R CO TR CASTRO
TRUST
817 W BEVERLY TER
MONTEBELLO CA 90640

6345 005 019
EDWARD CABRERA
820 W HARDING AVE
MONTEBELLO CA 90640

5278 027 071
ANN T NGUYEN
264 E BEVERLY BLVD #A
MONTEBELLO CA 90640

5278 027 074
ARREDONDO
264 E BEVERLY BLVD #D
MONTEBELLO CA 90640

5278 027 077
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD #2FLR
MONTEBELLO CA 90640

5294 019 009
COMBINED PROPERTIES LTD
PTNSHP
1899 L ST NW
WASHINGTON DC 20036

6345 005 003
ELENA & TERESA ENRIQUES
429 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 008
ALBERT & LUCY ALVARADO
413 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 011
JONES
501 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6345 005 014
SERRANO GEORGE GEORGE
SERRANO
813 W BEVERLY TER
MONTEBELLO CA 90640

6345 005 017
ANTONIO & ROSA SANCHEZ
816 W HARDING AVE
MONTEBELLO CA 90640

6345 005 020
BENITO & ANTONIA TRS AHUMAC
400 N SPRUCE ST
MONTEBELLO CA 90640

345 005 021
AGDALENO & TRINIDAD GOMEZ
04 N SPRUCE ST
MONTEBELLO CA 90640

6345 005 022
KIMBERLY N GONZALEZ
408 N SPRUCE ST
MONTEBELLO CA 90640

6345 005 023
MICHAEL A & SYLVIA M VIELMA
412 N SPRUCE ST
MONTEBELLO CA 90640

345 005 024
REDERICK C & MARIA E MARTIN
16 N SPRUCE ST
MONTEBELLO CA 90640

6345 005 025
ANTHONY M & MARGARET C
MORENO
424 N SPRUCE ST
MONTEBELLO CA 90640

6345 005 026
RUDY S & EVA C WEAVER
432 N SPRUCE ST
MONTEBELLO CA 90640

345 005 030
RSEN SARKISIAN
20 W BEVERLY TER
MONTEBELLO CA 90640

6345 005 032
THE CROSS & CROWN LUTHERAN
CHURCH
809 W BEVERLY BLVD
MONTEBELLO CA 90640

6345 005 033
HAROUT BARONIAN
709 WILBER PL
MONTEBELLO CA 90640

345 005 034
HAROUT BARONIAN
09 WILBER PL
MONTEBELLO CA 90640

6345 005 035
TONY YEH
1563 MISSION ST
SAN FRANCISCO CA 94103

6345 005 036
LIZZI JOHN A & JOSEPHINE M
801 W BEVERLY BLVD
MONTEBELLO CA 90640

346 001 010
REVUELTA ARTURO & VELIA Y
25 N 7TH ST
MONTEBELLO CA 90640

6346 001 011
CHARLES TR MACALUSO
417 N 7TH ST
MONTEBELLO CA 90640

6346 001 013
GONZALEZ ARTHUR O CO TR
1524 VIA PALERMO
MONTEBELLO CA 90640

346 001 016
MARY GIUDENIAN
04 W HARDING AVE
MONTEBELLO CA 90640

6346 001 019
ALEX VOLDOFF
605 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 001 020
ALEX VOLDOFF
605 W BEVERLY BLVD
MONTEBELLO CA 90640

346 001 021
SHAHEEN & MEHAR IQBAL
09 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 001 022
ALDAPA LILLIAN
2324 W REPETTO AVE
MONTEBELLO CA 90640

6346 001 023
JUAN & MARIBEL GOMEZ
429 N 6TH ST
MONTEBELLO CA 90640

346 001 024
ALBERT S & SHUSHAN TRUS
KRABIAN
25 N 6TH ST
MONTEBELLO CA 90640

6346 001 025
HUSARUK MARIA MARIA HUSARUK
421 N 6TH ST
MONTEBELLO CA 90640

6346 001 026
RALPH ROLDAN
417 N 6TH ST
MONTEBELLO CA 90640

346 001 027
DELFINA M LUNA
13 N 6TH ST
MONTEBELLO CA 90640

6346 001 028
ALICE O DECD EST OF DELGADO
PO BOX 111
PASADENA CA 91102

6346 001 029
ANTHONY DELORENZO
405 N 6TH ST
MONTEBELLO CA 90640

346 001 030
CAREN ESCAMILLA VALDEZ
01 N 6TH ST
MONTEBELLO CA 90640

6346 001 031
ALICIA S DUENAS
708 W HARDING AVE
MONTEBELLO CA 90640

6346 001 033
BAKER
2661 POLARIS WAY
LA VERNE CA 91750

6346 001 034
EDWARD & HELEN KALPAKOFF
627 N 20TH ST
MONTEBELLO CA 90640

6346 001 035
EDWARD & HELEN KALPAKOFF
408 N 7TH ST
MONTEBELLO CA 90640

6346 001 036
PHILLIP R HARDING
433 N 4TH ST
MONTEBELLO CA 90640

6346 001 037
NUBAR & SIRANOCH SOGUTLU
921 LEXINGTON AVE
MONTEBELLO CA 90640

6346 001 038
NORMAN & YEE T CHIU
900 W SUFFOLK AVE
MONTEBELLO CA 90640

6346 001 039
CARLOS L ALCALA
424 N 7TH ST
MONTEBELLO CA 90640

6346 001 040
EDWIN SAVIN
PO BOX 1110
MONTEREY PARK CA 91754

6346 001 041
BRIAN S TSUYUKI
436 E LOS AMIGOS AVE
MONTEBELLO CA 90640

6346 001 042
PHILLIP J PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 047
RICKIE W & WINNIE W SHUM
5006 ABERDEEN CT
EL MONTE CA 91731

6346 001 049
GOTO CHERYLL J
433 N 7TH ST
MONTEBELLO CA 90640

6346 001 055
WERNER E & ANITA JANER
701 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 001 057
VARELA RAUL M & MARY A TRS
VARELA
4670 E CERRO VISTA DR
ANAHEIM CA 92807

6346 001 058
CARLOS L ALCALA
429 N 7TH ST
MONTEBELLO CA 90640

6346 001 059
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 060
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 061
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 062
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 063
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 064
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 001 065
PHILLIP J & PHYLLIS M PACE
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6346 002 001
JOHNNY & MARICELA HERNANDEZ
400 N 6TH ST
MONTEBELLO CA 90640

6346 002 002
DAVID & CLEMENTINE TRS TINNES
404 N 6TH ST
MONTEBELLO CA 90640

6346 002 003
GREG GRIGORYAN
408 N 6TH ST
MONTEBELLO CA 90640

6346 002 004
GARCIA
13891 PHILADELPHIA ST
WHITTIER CA 90601

6346 002 005
GARCIA RUDOLPH R & D L
416 N 6TH ST
MONTEBELLO CA 90640

6346 002 006
JAMES & MARY TRS FAILLA
420 N 6TH ST
MONTEBELLO CA 90640

6346 002 007
ALONZO A & NANCY L FIGUEROA
424 N 6TH ST
MONTEBELLO CA 90640

6346 002 008
SAM CIRSITANO
428 N 6TH ST
MONTEBELLO CA 90640

6346 002 009
DANIEL & ADRIANA VILLEGAS
432 N 6TH ST
MONTEBELLO CA 90640

6346 002 010
RICHARD K WATASE
21 N 3RD ST
MONTEBELLO CA 90640

6346 002 012
RICHARD K WATASE
921 N 3RD ST
MONTEBELLO CA 90640

6346 002 013
RICHARD K WATASE
921 N 3RD ST
MONTEBELLO CA 90640

6346 002 014
GREGORIO J & CARIDAD CHOY
33 N 5TH ST
MONTEBELLO CA 90640

6346 002 015
IRMA MARTINEZ
429 N 5TH ST
MONTEBELLO CA 90640

6346 002 016
TOROS & VARDUI TOROSIAN
425 N 5TH ST
MONTEBELLO CA 90640

6346 002 017
ISRAEL A TORRES
21 N 5TH ST
MONTEBELLO CA 90640

6346 002 018
NORA WENCESLAO
417 N 5TH ST
MONTEBELLO CA 90640

6346 002 019
JESUS R & PAULA TORRES
413 N 5TH ST
MONTEBELLO CA 90640

6346 002 020
JOHANNES & MARIGEAN KRIKORIAN
109 N 5TH ST
MONTEBELLO CA 90640

ELIZABETH M GENINO
405 N 5TH ST
MONTEBELLO CA 90640

6346 002 022
JOSE O & MARIA O FLORES
401 N 5TH ST
MONTEBELLO CA 90640

6346 002 021

6346 002 023
CHANG LUNG H CHANG
1416 CAMELIA DR
ALHAMBRA CA 91801

6346 003 008
MERUELO PROPERTIES INC
4451 EUCALYPTUS AVE #310
CHINO CA 91710

6346 003 010
SPRAGUE NANCY M
2103 FIDLER AVE
LONG BEACH CA 90815

6346 003 011
MARKARIAN SHIRLEY
404 W HARDING AVE
MONTEBELLO CA 90640

6346 003 012
ORTIZ BARBARA BARBARA ORTIZ
10933 BEXLEY DR
WHITTIER CA 90606

6346 003 013
HAGOPIAN ADA T ADA T HAGOPIAN
400 N 5TH ST
MONTEBELLO CA 90640
6346 003 014

ROBLES
404 N 5TH ST
MONTEBELLO CA 90640

6346 003 015
JUAN A & MARGARITA CRUZ
408 N 5TH ST
MONTEBELLO CA 90640

6346 003 016
OGANES & RIPSIME NADJARIAN
412 N 5TH ST
MONTEBELLO CA 90640

6346 003 017
PETER M & BARBARA ONOPA
416 N 5TH ST
MONTEBELLO CA 90640

6346 003 018
MIGUEL DUENAS
420 N 5TH ST
MONTEBELLO CA 90640

6346 003 019
BODOZIAN
424 N 5TH ST
MONTEBELLO CA 90640

6346 003 020
GAGIK DAVTIAN
428 N 5TH ST
MONTEBELLO CA 90640

6346 003 021
BRUCE L ODOU
4165 WARNER AVE #202
HUNTINGTON BEACH CA 92649

6346 003 022
EUGENE R ODOU
924 N DONER DR
MONTEBELLO CA 90640

6346 003 023
JAMES J CECCHINI III
415 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 003 024
ROUGH LIN PARTNERSHIP
401 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 003 026
MERUELO PROPERTIES INC
4451 EUCALYPTUS AVE #310
CHINO CA 91710

6346 004 002
MONTEBELLO COMMUNITY HEALTH
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640

6346 004 017
FORTUNATA M DEBELLO
106 E HARDING AVE
MONTEBELLO CA 90640

BEVERLY COMMUNITY HOSPITAL
ASSN
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 035

MONTEBELLO COMMUNITY HEALTH
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 038

JOHN P & MARICELA O THROPAY
120 W BEVERLY BLVD
MONTEBELLO CA 90640

6347 001 004
LESLIE D & DOLORES H WILSON
1444 S ALPINE DR
WEST COVINA CA 91791

6347 001 007
ASDGHIG MOORADIAN
516 N 6TH ST
MONTEBELLO CA 90640

6347 001 012
MARIA C & MACRINA B ALCARAZ
400 N POPLAR AVE
MONTEBELLO CA 90640

6347 001 018
ESPINOZA
1005 SHEILA CT
MONTEBELLO CA 90640

6347 001 021
ALBERT & PILAR TRS VALDEZ
425 WILBER PL
MONTEBELLO CA 90640

6346 004 009
ROBERT JOSEPH & JEFFREY
CHRISTOPHER TEGL
108 E HARDING AVE
MONTEBELLO CA 90640

6346 004 027
MONTEBELLO COMMUNITY HEALTH
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640

MONTEBELLO COMMUNITY HEALTH
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 036

BEVERLY COMMUNITY HOSPITAL
ASSN
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 039

6347 001 001
PETE M BOGDANOFF
34652 CALLE LOMA
CAPISTRANO BEACH CA 92624

6347 001 005
STEVE PILILIAN
PO BOX 3174
MONTEBELLO CA 90640

6347 001 008
MOORADIAN ARSEN & LEONE
412 N POPLAR AVE
MONTEBELLO CA 90640

6347 001 015
REI PROPERTIES LLC
400 N MONTEBELLO BLVD
MONTEBELLO CA 90640

6347 001 019
JOSEPH V & CLAUDIA S SANTORO
433 WILBER PL
MONTEBELLO CA 90640

6347 001 022
ADAN T & CARLOTTA MARTINEZ
421 WILBER PL
MONTEBELLO CA 90640

6346 004 010
MANRESA FRANCES B MANRES/
944 N SANCHEZ ST
MONTEBELLO CA 90640

6346 004 033
MONTEBELLO COMMUNITY HEAL
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 034

MONTEBELLO COMMUNITY HEAL
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 037

MONTEBELLO COMMUNITY HEAL
SERVICES INC
309 W BEVERLY BLVD
MONTEBELLO CA 90640
6346 004 040

6347 001 003
NIJJAR SWARANJIT S CO TR
PO BOX 6085
EL MONTE CA 91734

6347 001 006
GILMA T URBINA
420 N POPLAR AVE
MONTEBELLO CA 90640

6347 001 011
ADAM BENAVIDES
PO BOX 5266
HACIENDA HEIGHTS CA 91745

6347 001 016
LOBODA FAMILY 1990 LTD PTSH
201 E BEVERLY BLVD
MONTEBELLO CA 90640

6347 001 020
GOR & MARIAM HABESHIAN
429 WILBER PL
MONTEBELLO CA 90640

6347 001 023
ANTOINE & NADIA BOLADIAN
419 WILBER PL
MONTEBELLO CA 90640

6347 001 024
ARRELL P MCARTHUR
3 WILBER PL
MONTEBELLO CA 90640

6347 001 027
JOSE & IRMA DIAZ
2 MAIDEN LN
MONTEBELLO CA 90640

6347 001 030
DANIEL S & MARGARET CO-
RUSTEES SANCHEZ
327 PROMINENCE RD
UNION CITY CA 92586

6347 001 033
REGINALD SAMPSON
29 E BEVERLY BLVD
MONTEBELLO CA 90640

6347 003 005
FUKUCHI & RUTH FUKUCHI
236 KENNEYDALE AVE
ROSEMead CA 91770

6347 003 008
MOTO
301 E FREMONT SQ
MONTEBELLO CA 90640

6347 003 017
ANTONIO & AURORA C ZARAGOZA
12 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 020
JOE & CARMEN HURTADO
333 BEVERLY BLVD
MONTICITIE CA 90601

6347 003 023
DANIEL C & CARMEN C LEDESMA
36 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 026
JOSEPH & HELEN TRS KOO
56 BARNUM WAY
MONTEREY PARK CA 91754

6347 001 025
JOEL & ALCALA RAMON MARTINEZ
220 MAIDEN LN
MONTEBELLO CA 90640

6347 001 028
CONNIE ACOSTA
210 MAIDEN LN
MONTEBELLO CA 90640

6347 001 031
HERNAN CORTEZ
334 N POPLAR AVE
MONTEBELLO CA 90640

6347 003 003
TR KOO
441 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 006
ROBERT & ANGIE PEDRAZA
2660 DAYTONA AVE
HACIENDA HEIGHTS CA 91745

6347 003 009
ERNESTO G LOPEZ
417 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 018
FELIPE CORONADO
PO BOX 1648
MONTEBELLO CA 90640

6347 003 021
PAUL & WINNIE YAN
1438 S SAN GABRIEL BLVD
SAN GABRIEL CA 91776

6347 003 024
DENISE HAGOPIAN
PO BOX 231
MONTEBELLO CA 90640

6347 003 029
LETICIA JIMENEZ
248 E BEVERLY TER
MONTEBELLO CA 90640

6347 001 026
BETTY J KYLE
3720 SKYPARK DR
TORRANCE CA 90505

6347 001 029
JESUS & SILVIA CHAVEZ
204 MAIDEN LN
MONTEBELLO CA 90640

6347 001 032
MONTEBELLO CHURCH OF
JEHOVAH
408 N POPLAR AVE
MONTEBELLO CA 90640

6347 003 004
SERGIO & GUADALUPE
HERNANDEZ
437 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 007
AURELIO M & ROSA M RANGEL
425 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 010
LIN S & LAI P LAM
3621 NORWICH PL
ROWLAND HEIGHTS CA 91748

6347 003 019
LUJAN WALDO & MARIA J
420 BRADLEY AVE
MONTEBELLO CA 90640

6347 003 022
WING Y & YEE W WONG
1092 KEMPTON AVE
MONTEREY PARK CA 91755

6347 003 025
DENISE HAGOPIAN
269 E BEVERLY BLVD
MONTEBELLO CA 90640

6347 003 030
ROGELIO E & MELINDA AVALOS
244 E BEVERLY TER
MONTEBELLO CA 90640

6347 003 031
MARY L RODRIGUEZ
240 E BEVERLY TER
MONTEBELLO CA 90640

6347 003 034
RAMON C ANTELO
432 WILBER PL
MONTEBELLO CA 90640

6347 003 039
ENRIQUE J TR GONZALEZ
249 E BEVERLY BLVD
MONTEBELLO CA 90640

6347 014 900
L A COUNTY
500 W TEMPLE ST #754
LOS ANGELES CA 90012

6347 003 032
JUAN & PATRICIA FRIAS
424 WILBER PL
MONTEBELLO CA 90640

6347 003 035
3510 GARFIELD ASSOCIATES
730 S 5TH AVE
CITY OF INDUSTRY CA 91746

6347 003 040
CARLOS J & ESPERANZA GARCIA
2535 APPLE CREEK LN
HACIENDA HEIGHTS CA 91745

6347 014 901
RIVERA EX AT ACQ PICO

6347 003 033
SVETLANA S TR PALEY
628 MAREK DR
MONTEBELLO CA 90640

6347 003 037
ROBERT & SHEILA SNUKAL
273 E BEVERLY BLVD
MONTEBELLO CA 90640

6347 014 001
MONTEBELLO LAND & WATER
COMPANY
PO BOX 279
MONTEBELLO CA 90640

6347 014 902
L A CO FLOOD CONTROL DIST
500 W TEMPLE ST #754
LOS ANGELES CA 90012

For your records
DP089360

EASTSIDE SUN

2500 S ATLANTIC BLVD BLDG A, LOS ANGELES, CA 90040
Telephone (323)263-5743 / Fax (323)263-9169

This space for filing stamp only

\$

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

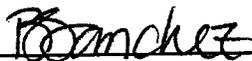
Ad Description: BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EASTSIDE SUN, a newspaper published in the English language in the City of LOS ANGELES, County of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 06/21/1966, Case No. 884861. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

02/19/04

Executed on: 02/19/04
At LOS ANGELES, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.


Signature

CNS#: 637603

NOTICE OF AVAILABILITY OF INITIAL STUDY/ENVIRONMENTAL ASSESSMENT AND

NOTICE OF COMMUNITY MEETING FOR BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT OF BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10 foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to Rio Hondo Convalescent Hospital retaining wall on the north side west of Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.

The draft Initial Study/Environmental Assessment are being circulated for a 45 day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

County of Los Angeles
Department of Public Works
Programs Development Division
900 South Fremont
Alhambra, CA 91803-1331

Pico Rivera Library
9001 Mines Avenue
Pico Rivera, CA 90660

Interested parties may submit their comments to:

Mr. Albert E. Anidi
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

During this review period, a community meeting will be held to discuss the project. The meeting will be held on March 2, 2004, from 7p.m. to 9p.m. at the Montebello City Council Chambers located at 1600 West Beverly Boulevard, Montebello, California 90640. Public Works staff will be on hand to discuss the project and to answer any questions.

It is anticipated that the findings discussed in the Initial Study/Environmental Assessment will support a Mitigated Negative Declaration/Finding of No Significant Impact as a final document for this project. The Mitigated Negative Declaration/Finding of No Significant Impact will incorporate responses to written comments received during the public review period and will be considered by the Board of Supervisors for approval.

Questions regarding this notice should be directed to Mr. Albert E. Anidi of our Programs Development Division at (626) 458-5199, Monday through Thursday, between 7a.m. and 5:30 p.m.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disability Act (ADA) information, please contact our departmental ADA Coordinator at (626) 282-7829, Monday through, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle informacion y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Ademas, documentacion sobre el programa esta disponible en nuestra oficina principal en Alhambra (900 South Avenue Fremont), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE o para mas informacion del ADA, pongase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7 a.m. a 5:30 p.m.

02/19/04
CNS- 637603#
EASTSIDE SUN

WHITTIER DAILY NEWS

1210 N. AZUSA CANYON, WEST COVINA, CA 91790
Telephone (626)962-8811 / Fax (626)856-2750

This space for filing stamp only

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description: BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the WHITTIER DAILY NEWS, a newspaper published in the English language in the City of WHITTIER, County of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 10/10/1960, Case No. 369393. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

02/13/04

Executed on: 02/13/04
At WEST COVINA, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.


Signature

CNS#: 637603

**NOTICE OF AVAILABILITY
OF INITIAL STUDY/ENVIRONMENTAL
ASSESSMENT AND**

**NOTICE OF COMMUNITY MEETING FOR
BEVERLY BOULEVARD PHASE III WIDENING
AND REPLACEMENT
OF BEVERLY BOULEVARD BRIDGE OVER RIO
HONDO CHANNEL**

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10 foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to Rio Hondo Convalescent Hospital retaining wall on the north side west of Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.

The draft Initial Study/Environmental Assessment are being circulated for a 45 day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

Programs Development Division
County of Los Angeles
Department of Public Works
900 South Fremont
Alhambra, CA 91803-1331

Pico Rivera Library
9001 Mines Avenue Pico Rivera, CA 90660

Interested parties may submit their comments to:

Mr. Albert E. Anidi
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

MONTEBELLO NEWS

4201 WILSHIRE BLVD STE 600, LOS ANGELES, CA 90010
Telephone (323)556-5720 / Fax (323)556-5705

MARCIA LUCERO
PUBLIC WORKS/FISCAL DIVISION
P.O. BOX 7508
ALHAMBRA, CA 91802

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description: BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the MONTEBELLO NEWS, a newspaper published in the English language in the City of MONTEBELLO, County of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 03/13/1934, Case No. 369441. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

02/19/04

Executed on: 02/19/2004
At LOS ANGELES, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature

This space for filing stamp only

**EWA#: 637603
NOTICE OF AVAILABILITY OF
INITIAL STUDY/ENVIRONMENTAL
ASSESSMENT AND**

**NOTICE OF COMMUNITY
MEETING FOR**

**BEVERLY BOULEVARD PHASE III WIDENING
AND REPLACEMENT
OF BEVERLY BOULEVARD BRIDGE OVER
RIO HONDO CHANNEL**

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10 foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to Rio Hondo Convalescent Hospital retaining wall on the north side west of Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.

The draft Initial Study/Environmental Assessment are being circulated for a 45 day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

Programs Development Division
County of Los Angeles
Department of Public Works
900 South Fremont
Alhambra, CA 91803-1331

Pico Rivera Library
9001 Mines Avenue
Pico Rivera, CA 90660

Interested parties may submit their comments to:

Mr. Albert E. Anidi
County of Los Angeles Department of Public Works
Programs Development Division
11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

During this review period, a community meeting will be held to discuss the project. The meeting will be held on March 2, 2004, from 7p.m. to 9p.m. at the Montebello City Council Chambers located at 1600 West Beverly Boulevard, Montebello, California 90640. Public Works staff will be on hand to discuss the project and to answer any questions.

It is anticipated that the findings discussed in the Initial Study/Environmental Assessment will support a Mitigated Negative Declaration/Finding

of No Significant Impact as a final document for this project. The Mitigated Negative Declaration/Finding of No Significant Impact will incorporate responses to written comments received during the public review period and will be considered by the Board of Supervisors for approval.

Questions regarding this notice should be directed to Mr. Albert E. Anidi of our Programs Development Division at (626) 458-5199, Monday through Thursday, between 7 a.m. and 5:30 p.m.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disability Act (ADA) information, please contact our departmental ADA Coordinator at (626) 282-7829, Monday through, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle informacion y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Ademas, documentacion sobre el programa esta disponible en nuestra oficina principal en Alhambra (900 South Avenue Fremont), la cual es accesible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE o para mas informacion del ADA, pongase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7 a.m. a 5:30 p.m.

02/19/04
EWA- 637603#
MONTEBELLO NEWS



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

February 5, 2004

IN REPLY PLEASE
REFER TO FILE: PD-3

Mr. Michael Chiriatti, Jr.
Office of Permit Assistance
State of California
Office of Planning and Research
State Clearinghouse
1400 10th Street
Sacramento, CA 95814-5502

Attention Mr. Mark Goss

Dear Mr. Chiriatti:

BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT OF BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Enclosed for your processing are fifteen (15) copies of the draft Initial Study/Environmental Assessment and the Notice of Completion for the proposed Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel located in the Cities of Montebello and Pico Rivera. These documents were prepared in accordance with the California Environmental Quality Act, the County of Los Angeles Environmental Document Reporting Procedures and Guidelines, and the National Environmental Policy Act. Based on these documents, we have determined that the proposed project will not have a significant impact on the environment.

The County of Los Angeles Department of Public Works is proposing to widen an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10-foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive.

Ante

Mr. Michael Chiriatti
February 5, 2004
Page 2

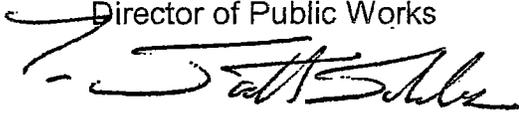
The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to Rio Hondo Convalescent Hospital at Rea Drive, removal of Rea Drive underpass, removal and reconstruction of the existing retaining wall on the north side of west of Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The purpose of the proposed project is to improve traffic circulation and pedestrian safety within the project area.

Please direct your written response and any questions to Mr. Albert E. Anidi of my staff at (626) 458-5199. We would appreciate receipt of any comments on the draft Initial Study/Environmental Assessment at the earliest possible date, but not later than March 25, 2004.

Very truly yours,

JAMES A. NOYES
Director of Public Works



PATRICK V. DeCHELLIS
Assistant Deputy Director
Programs Development Division

AA:ph

C041131

P:\pdpub\Temp\EP&A\Environmental Unit\Projects\Beverly Boulevard Phase III\StateClear.doc

Enc.

Explanation of the Notice of Completion Form

This form is *required* to be submitted with 15 copies of every draft Environmental Impact Report which is reviewed through the State Clearinghouse (see CEQA Guidelines Section 15085[d]). It is used by the Clearinghouse for transmittal of all environmental documents

LEAD AGENCY

Project Title: This is the project's common name. It is best to use project specific words in order to facilitate database searches.

Lead Agency: This is the name of the public agency that has legal responsibility for preparation and review of the environmental document.

Contact Person: Name of contact person from the lead agency. This should not be the consultant's name.

Phone: Phone number of the contact person at lead agency.

Street Address: This is the mailing address for the contact person from the lead agency. State comments will be mailed to this address.

City: City of the lead agency address. This is not necessarily the city in which the project is located.

Zip: Zip code of the lead agency. Please indicate the new nine digit zip code if applicable.

County: County of the lead agency address. This is not necessarily the county in which the project is located.

PROJECT LOCATION

County: County in which the project is located. Most state agencies assign projects for review according to the county of the project. The State Clearinghouse is not always able to determine the location of the project based upon the address of the lead agency. An example of this problem is Los Angeles Department of Airports projects located at Ontario International Airport.

City/Nearest Community: City or town in which the project is located; or the nearest community to the location of the project.

Cross Streets: Indicate the nearest major cross streets or cross streets.

Total Acres: The total area encompassed by the project site gives some indication of the scope of the project and its regional significance.

Assessor's Parcel Number (optional): For locational purposes.

Section, Township, Range and Base: Please indicate base meridian. If you are not able to provide Assessor's Parcel Number, please indicate Section, Township, and Range.

Highways, Airports, Railroads, Schools, and Waterways (including streams or lakes): These identifiers are of consequence to many projects. By restricting the information to those features within a two-mile radius of the project site, unnecessary data collection can be avoided. Please indicate the name(s) of the waterways, airports, railroads, schools, and the route number(s) of the state highways.

DOCUMENT TYPE

This identifies the nature of the environmental document. Mark

appropriate blanks with an "X".

LOCAL ACTION TYPE

This helps reviewers understand the type of local approvals that will be required for the project and the nature of the project and its environmental documentation. Mark appropriate blanks with "X".

DEVELOPMENT TYPE

This data category helps identify the scope of the project for distribution purposes. Additionally, the information also serves to identify projects of a similar character to assist in the reuse of environmental documents. For some of the development types, the form asks for the number of acres, square footage, and number of permanent employees. Fill in the blanks.

PROJECT ISSUES DISCUSSED IN DOCUMENT

These are the topics on which the environmental document focuses attention. These are not necessarily the adverse impacts of the project, but the issues which are discussed in some depth. Check appropriate blanks.

PRESENT LAND USE AND ZONING

This enables the agencies to understand the extent of the changes proposed and again helps to identify projects with similar environmental issues for later reuse of information.

PROJECT DESCRIPTION

This response should provide a thorough description of the proposed project enabling the reviewing agencies to understand the total project concept. The data categories can provide guidance and structure to the explanation given.

Reviewing Agencies Checklist:

REVIEWING AGENCIES

The back of the form lists the agencies and departments to whom the SCH may distribute a draft document. The lead agency can indicate for the SCH's information any responsible, trustee or concerned agencies which they would like to review the document, or who have previously been involved in the review of the project. Any agencies that have received the document directly from the lead agency should also be marked.

PUBLIC REVIEW PERIOD

This section is to be filled in when the Notice of Completion form is being filed and not being submitted with environmental documents.

CONSULTING FIRM

This information is to be filled in only if applicable.

APPLICANT

This identifies whether the applicant/project proponent is a private developer or the lead agency.

Form A

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

SCH # _____

Project Title: Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel

Lead Agency: County of Los Angeles Public Works Contact Person: Albert E. Anidi
Street Address: 900 S. Fremont Avenue, programs Development Division Phone: (626) 458-5199
City: Alhambra Zip: 91803 County: Los Angeles

Project Location:

County: Los Angeles City/Nearest Community: Montebello & Pico Rivera
Cross Streets: Montello Blvd to Rea Drive Zip Code: 90640 Total Acres: N/A
Assessor's Parcel No. Section: Twp. Range: Base:
Within 2 Miles: State Hwy #: Waterways:
Airports: Railways: Schools:

Document Type:

CEQA: [] NOP [] Supplement/Subsequent EIR NEPA: [] NOI Other: [x] Joint Document
[] Early Cons (Prior SCH No.) [x] EA [] Final Document
[] Neg Dec [x] Other Mitigated ND [] Draft EIS [] Other
[] Draft EIR [] FONSI

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other

Development Type:

[] Residential: Units Acres
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational
[] Recreational
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type Watts
[] Waste Treatment: Type
[] Hazardous Waste: Type
[] Other:

Funding (approx.): Federal \$ 9m State \$ 3m / city Total \$ 12m

Project Issues Discussed in Document:

[x] Aesthetic/Visual [] Flood Plain/Flooding [] Schools/Universities [] Water Quality
[] Agricultural Land [] Forest Land/Fire Hazard [] Septic Systems [] Water Supply/Groundwater
[x] Air Quality [] Geologic/Seismic [] Sewer Capacity [] Wetland/Riparian
[x] Archeological/Historical [] Minerals [] Soil Erosion/Compaction/Grading [] Wildlife
[] Coastal Zone [x] Noise [] Solid Waste [] Growth Inducing
[] Drainage/Absorption [] Population/Housing Balance [] Toxic/Hazardous [] Landuse
[] Economic/Jobs [] Public Services/Facilities [x] Traffic/Circulation [] Cumulative Effects
[] Fiscal [] Recreation/Parks [] Vegetation [x] Other Relocation

Present Land Use/Zoning/General Plan Designation:

Residential / Commercial

Project Description:

See attached document.

Reviewing Agencies Checklist

Form A, continued

KEY

- S** = Document sent by lead agency
- X** = Document sent by SCH
- ✓ = Suggested distribution

- ___ **Resources Agency**
- ___ Boating & Waterways
- ___ Coastal Commission
- ___ Coastal Conservancy
- ___ Colorado River Board
- ___ Conservation
- ___ Fish & Game
- ___ Forestry & Fire Protection
- ___ Office of Historic Preservation
- ___ Parks & Recreation
- ___ Reclamation Board
- ___ S.F. Bay Conservation & Development Commission
- ___ Water Resources (DWR)

Business, Transportation & Housing

- ___ Aeronautics
- ___ California Highway Patrol
- ___ CALTRANS District # _____
- ___ Department of Transportation Planning (headquarters)
- ___ Housing & Community Development

Food & Agriculture

Health & Welfare

- ___ Health Services _____

State & Consumer Services

- ___ General Services
- ___ OLA (Schools)

Environmental Protection Agency

- ___ Air Resources Board
- ___ California Waste Management Board
- ___ SWRCB: Clean Water Grants
- ___ SWRCB: Delta-Unit
- ___ SWRCB: Water Quality
- ___ SWRCB: Water Rights
- ___ Regional WQCB # _____ (_____)

Youth & Adult-Corrections

- ___ Corrections

Independent Commissions & Offices

- ___ Energy Commission
- ___ Native American Heritage Commission
- ___ Public Utilities Commission
- ___ Santa Monica Mountains Conservancy
- ___ State Lands Commission
- ___ Tahoe Regional Planning Agency

___ Other _____

Public Review Period (to be filled in by lead agency)

Starting Date _____

Ending Date _____

Signature _____

Date _____

Lead Agency (Complete if applicable):

- Consulting Firm: _____
- Address: _____
- City/State/Zip: _____
- Contact: _____
- Phone: (____) _____

For SCH Use Only:

- Date Received at SCH _____
- Date Review Starts _____
- Date to Agencies _____
- Date to SCH _____
- Clearance Date _____

Notes:

Applicant: _____

- Address: _____
- City/State/Zip: _____
- Phone: (____) _____



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Acting Deputy
Director

March 10, 2004

Albert E. Anidi
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Subject: Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo Channel
SCH#: 2004021042

Dear Albert E. Anidi:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on March 9, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004021042
Project Title Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge Over Rio Hondo
Lead Agency Channel
Los Angeles County Department of Public Works

Type JD Joint Document
Description Widen approx. 0.7 mile segment of Beverly Blvd. The purpose of the proposed project is to improve traffic circulation and pedestrain safety within the project area. Involves replacement of bridge.

Lead Agency Contact

Name Albert E. Anidi
Agency Los Angeles County Department of Public Works
Phone 626-458-5199 **Fax**
email
Address 900 South Fremont Avenue
City Alhambra **State** CA **Zip** 91803

Project Location

County Los Angeles
City Montebello
Region
Cross Streets Montello Blvd to Rea Drive
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential / Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Noise; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/09/2004 **Start of Review** 02/09/2004 **End of Review** 03/09/2004

**NOTICE OF AVAILABILITY OF
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
AND
NOTICE OF COMMUNITY MEETING
FOR**

**BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT
OF BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL**

The County of Los Angeles Department of Public Works is proposing to widen a portion of Beverly Boulevard and replace the Beverly Boulevard Bridge over the Rio Hondo Channel. The proposed project is located in the Cities of Montebello and Pico Rivera, Los Angeles County, California.

The proposed project consists of widening an approximately 0.7-mile segment of Beverly Boulevard from 56 to 76 feet between curbs to provide four 11-foot-wide lanes; a 10-foot-wide two-way, left-turn lane; and two 11-foot-wide shoulders from Montebello Boulevard to Rea Drive. The widening will require acquisition of approximately 5 feet of right of way along each side of the street and the purchase and removal of one or more buildings along Beverly Boulevard. The proposed project will also include replacement of the Beverly Boulevard Bridge over Rio Hondo Channel easterly of Rea Drive. The proposed bridge replacement includes replacement of the bridge structure, realignment of the driveway to Rio Hondo Convalescent Hospital retaining wall on the north side west of Rea Drive, and modification of the existing traffic signal system at Rea Drive.

The purpose of the project is to improve traffic circulation and pedestrian safety within the project area.

The draft Initial Study/Environmental Assessment are being circulated for a 45-day public review period. The review period will end March 25, 2004.

A copy of the document is available for public review at the following locations:

Montebello Library
1550 West Beverly Boulevard
Montebello, CA 90640

County of Los Angeles
Department of Public Works
Programs Development Division
900 South Fremont
Alhambra, CA 91803-1331

Pico Rivera Library
9001 Mines Avenue
Pico Rivera, CA 90660

Interested parties may submit their comments to:

Mr. Albert E. Anidi
County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460

During this review period, a community meeting will be held to discuss the project. The meeting will be held on March 2, 2004, from 7p.m. to 9p.m. at the Montebello City Council Chambers located at 1600 West Beverly Boulevard, Montebello, California 90640. Public Works staff will be on hand to discuss the project and to answer any questions.

It is anticipated that the findings discussed in the Initial Study/Environmental Assessment will support a Mitigated Negative Declaration/Finding of No Significant Impact as a final document for this project. The Mitigated Negative Declaration/Finding of No Significant Impact will incorporate responses to written comments received during the public review period and will be considered by the Board of Supervisors for approval.

Questions regarding this notice should be directed to Mr. Albert E. Anidi of our Programs Development Division at (626) 458-5199, Monday through Thursday, between 7a.m. and 5:30 p.m.

Upon 72 hours' notice, Public Works can provide program information and publications in alternate formats or make other accommodations for people with disabilities. In addition, program documents are available at our main office in Alhambra (900 South Fremont Avenue), which is accessible to individuals with disabilities. To request accommodations ONLY or for more Americans with Disability Act (ADA) information, please contact our departmental ADA Coordinator at (626) 282-7829, Monday through, from 7 a.m. to 5:30 p.m.

Con 72 horas de noticia, el Departamento puede proveerle informacion y publicaciones sobre el programa y formatos alternativos o hacer adaptaciones para incapacitados. Ademas, documentacion sobre el programa esta disponible en nuestra oficina principal en Alhambra (900 South Avenue Fremont), la cual es accessible para individuos con incapacidades. Para solicitar adaptaciones SOLAMENTE o para mas informacion del ADA, pongase en contacto con nuestro Coordinador del ADA del Departamento al (626) 458-4081 o TDD (626) 282-7829, de Lunes a Jueves de las 7 a.m. a 5:30 p.m.

**BEVERLY BOULEVARD PHASE III WIDENING AND REPLACEMENT OF
BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL**

COMMUNITY INFORMATION MEETING

MARCH 2, 2004

7:00 – 9:00 PM

AGENDA

- I. Open House** 7:00 – 7:30 PM
- II. Welcome/Introductions** 7:30 – 7:35 PM
Ted Spaseff
City of Montebello
Director of Public Works
- III. Project Presentation** 7:35 – 7:45 PM
Amy Walston
URS Corporation
Project Manager
- IV. Project Discussion** 7:45 – 9:00 PM
Staff from the City of Montebello, City of Pico Rivera, Los Angeles County Department of Public Works, and URS will be available to answer your questions.

If you would like to formally comment on the **Draft Initial Study/Environmental Assessment (IS/EA)** on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out a comment form (available at the sign-in table) and submit it tonight or by mail. Your comments will be included and addressed in the Final IS/EA.

SIGN IN SHEET
BEVERLY BLVD PROJECT
COMMUNITY MEETING

NAME	ADDRESS	PHONE
CHARLES SMITH	2020 E. FIRST ST. # 420, SANTA ANA, CA 92705	714 648-2885
ALEJANDRO NUÑEZ	221 N. 16TH STREET	
Nicholas Martinez	921 N 3rd St	323 721-2509
JUAN F BARRANCA	CITY OF PICO BUENA	(909) 801-4406
Mirta Rita J. Jimenez	309 Adalge. Dr.	(323) 733-1634
SALLY NEWMAN	121 N. Spruce	(323) 725-3759
Louise J. Limonero	509 W. Beverly Blvd (Int'l)	(323) 728-2121
Ellen Gollod	400 S. Taylor Ave	323-887-4600
Albert Anich	LACDPW 900 S. Fremont Ave, Alhambra	(626) 458-5199
HANK KWACH	269 E. BEVERLY BLVD, MTB, CA. 90640	(323) 721-6439
WERNER E. JAMES	701 W. Beverly Blvd	223 724-4033
Ralph Kuroi	600 " " Ste C	323 869 0870
Yana Gule	520 W Brea Bura	623 721-0696
MANUEL AGUILERA	520 " " "	" " "

SIGN IN SHEET
 BEVERLY BLVD PROJECT
 COMMUNITY MEETING

NAME	ADDRESS	PHONE
Tim White	2020 E. 1 st St, Ste 400 Santa Ana, 92705	714-835-6886
Cathy Kitzman	Beverly Hospital 309 W. Beverly	(323) 726-1222
Patrick Steinhauer	Beverly Hospital 309 W. Beverly	
Danel Villegas	432 N. Sixth St. Montebello	323 7281582
Euseo Carrillo	800 N. Gardner Dr, MONTEBELLO	323-7251448
Steve Amador	P.O. Box 231, Montebello 90640	562-695-3558 (SEND)
Denise Haggapani	545 N. 6 th St. Montebello	323 728-2728 SEND CD
Linda Anderson	701 W. Beverly St.	323-728-3120

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
 900 S FREMONT AVENUE, 11TH FLOOR
 ALHAMBRA, CA 91803-1331



TELECOPY COVER SHEET

DATE: 3/29/04
 TIME: 1:45 pm

TO:

Name: Amy Watson
 Agency: UKS
 Telephone Number: (714) 648-2732
 Telecopier Number: (714) 433-7701

FROM:

Name: Albert Anidi
 Section: EP & A
 Telephone Number: (626) 458-5199
 Telecopier Number: (626) 458-3179

NUMBER OF PAGES (Including cover sheet) 2

REMARKS: Please see the attached copy of Response Comment we received for the Beverly Blvd project. Please provide response to the comment. Note that this is the only comment we received and the public review process closed

3/25/04

FAXCOVERSHT.doc

TOTAL PAGES SENT: 2 PAGES PRINTED: 0

B	START TIME	USAGE	PHONE NUMBER/ADDRESS	TYPE	PAGES	MODE	STATUS
4	3/29 1:53PM	0'36"	7144337701	SEND	2 / 2	EC144	COMPLETED

LASERJET 3150
 INTER/FAX/COPIER/SCANNER

SEND CONFIRMATION REPORT FOR
 LA COUNTY DPM
 6264583179
 MAR-29-04 1:53PM

Appendix G: Agency and Public Comments and Responses to Comments

**APPENDIX G: AGENCY AND PUBLIC COMMENTS AND RESPONSES TO
COMMENTS**

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) ELISEO CARRILLO, JR
Organization (optional) —
Address 800 N. GARDNER DR
City MONTEBELLO State CA Zip —
Phone 323-7251448 (optional) Fax — (optional)
E-mail — (optional)

Comments (attach additional pages if needed) WILL PROPER DETOUR SIGNS BE PLACED AS THE PROJECT PROGRESSES? (a)

Lined area for additional comments.

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) ELISEO CARRILLO, JR
Organization (optional) PRIVATE CITIZEN
Address 800 N. GARDNER DR
City MONTEBELLO State CA Zip 90640
Phone 323-7251448 (optional) Fax — (optional)
E-mail — (optional)

Comments (attach additional pages if needed)

I HAVE DRIVEN ON BEVERLY BLVD EAST ACROSS THE BRIDGE AT THE RIO HONDO RIVER INTO PICO RIVERA MANY TIMES. I PLAN TO CONTINUE TO DO SO.

(a)

DURING CONSTRUCTION OF THIS PROJECT WILL YOU PROVIDE CLEAR DETOUR INFORMATION ?

(b)

Blank lined area for additional comments.

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) Denise Hagopian
Organization (optional) Heavenly Choice
Address 534 N. Montebello Blvd.
City Montebello State CA Zip 90640
Phone 323 728-2728 (optional) Fax 323 722-1388 (optional)
E-mail weddingplanner@msn.com (optional)

Comments (attach additional pages if needed) _____

1. Would like information on where you could re-locate a liquor store in Montebello? (a)

2. Banner Poles added onto Beverly Blvd near Grant Res Park 3 poles - on also in Center Median - (b)

3. When is advisory assistance available? (c)

(d) 4. What are capital tax gains on property taken for bridge/road improvement? (e)

(e) 5. Is financial assistance one payment negotiated or over a period of time? (e)

(f) 6. Please send a CD of project Si desea información en español, comuníquese con el Sr. Alejandro Nunez al (626) 458-3914

7.

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) Ralph Kuon
Organization (optional) owner affected building
Address 600 W Beverly Blvd S
City Montebello State CA Zip 90640-3660
Phone 323 869 0870 (optional) Fax 869 0875 (optional)
E-mail ralph.kuon@verizon.net (optional)

Comments (attach additional pages if needed)

- ① How will my property be affected? (a)
- ② In spite of reimbursements as delineated by law, what is the expected impact in the worthiness or value of my property? (b)
- ③ ~~will~~ what is the estimated increase in traffic volume and it is impact in the "quality" of life or work in the area? (c)

Thank you

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) HANK QUACH
Organization (optional) Liquor Store Owner
Address 269 E Beverly Blvd
City Montebello State CA Zip 90640
Phone 323 721-6439 (optional) Fax N/A (optional)
E-mail N/A (optional)

Comments (attach additional pages if needed)

I own the liquor store Building being demolished under both Alternatives
which business at 269 E. Beverly
Boulevard. Please provide
relocation assistance and all other
relevant information that applies
to me, my business and the
property I'm located in
Mandarin Chinese.

Si desea información en español, comuníquese con el Sr. Alejandro Nunez al (626) 458-3914

What about MANDARIN CHINESE?

(b)

COMMENT FORM

If you would like to comment on the Draft Initial Study/Environmental Assessment (IS/EA) on the Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel project, please fill out the information below. Your comments will be included and addressed in the Final IS/EA. Please mail this form by March 25, 2004 to:

Mr. Albert Anidi
County of Los Angeles, Department of Public Works
Programs Development Division, 11th Floor
P.O. Box 1460
Alhambra, CA 91802-1460
Phone: (626) 458-5199

Name (optional) Richard K. Watase
Organization (optional) Richard K. Watase D.D.S.
Address 505 W. Beverly Blvd. Montebello 90640
City State Zip
Phone (323) 724 1330 (optional) Fax (optional)
E-mail (optional)

Comments (attach additional pages if needed) There are a number of building fronts to be modified. Who is responsible for the planning and construction of the building fronts? Can some of these buildings really be modified? Who is responsible for the business impact (slowdown) during the modification of the building? The loss of some square footage of the building can be significant to the business. Can this loss of square footage be added back in some way to the building via new construction? Will the City of Montebello allow this and will there be compensation for it? Frankly, I am dreading all this.

Handwritten annotations: (a) at end of first line, (b) at start of second line, (c) at start of third line, (d) at end of fourth line, (e) at end of fifth line, (f) at end of sixth line, (g) at end of seventh line.

Si desea información en español, comuníquese con el Sr. Alejandro Nunez al (626) 458-3914

Letter ID #:	1
Name:	Eliseo Carrillo, Jr.
Organization:	N/A
Address:	800 N. Gardner Drive, Montebello, CA (323) 725-1448

Comment #	Comment	Response
1a	Will proper detour signs be placed as the project progresses?	Prior to construction, a Construction Traffic Management Plan (TMP) would be approved and implemented in the cities of Montebello and Pico Rivera. The TMP would ensure that traffic flow and roadway safety is maintained in the project area during construction therefore minimizing potential traffic impacts. Adequate safety provisions such as signage, traffic cones, and flag personnel will also be used to identify construction work areas during the construction period.

Letter ID #:	2
Name:	Eliseo Carrillo, Jr.
Organization:	N/A
Address:	800 N. Gardner Drive, Montebello, CA (323) 725-1448

<u>Comment #</u>	<u>Comment</u>	<u>Response</u>
2a	I have driven on Beverly Blvd. Across the bridge at the Rio Hondo River in Pico Rivera many times. I plan to continue to do so.	Your comment is acknowledged.
2b	During construction of the project will you provide clear detour information?	Your comment is acknowledged. Refer to Response 1a.

Letter ID #:	3
Name:	Denise Hagopian Heavenly Choice
Organization:	534 N. Montebello Blvd, Montebello, CA (323) 728-2728 / (323) 722-1313 fax/ www.weddingplanner@msn.com
Address:	

Comment #	Comment	Response
3a	Would like information on where you could re-locate a liquor store in Montebello.	Relocation assistance payments and counseling will be provided to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as Amended. A Relocation Plan will be developed and approved by the County of Los Angeles as part of the project approval process. Individuals and/or businesses affected by the plan shall be contacted for a full explanation of the plan and available benefits during the approval process. In addition, the City of Montebello Planning Department can provide information on Zoning and other Code requirements and how they affect relocation possibilities.
3b	When is advisory assistance available?	Your comment is acknowledged. Refer to Response 3a. The Relocation Plan, which will detail available Advisory and Financial Assistance, will be implemented following adoption of the Environmental Document by the County.
3c	What are capital tax gains on property taken for bridge/road improvement?	Your comment is acknowledged. Refer to Response 3a.
3d	Is financial assistance one payment negotiated or over a period of time?	Your comment is acknowledged. Refer to Response 3a.
3e	Please send CD of project.	A copy of the CD was delivered to the responder subsequent to the community meeting.

Letter ID #:	4
Name:	Ralph Kuon
Organization:	N/A
Address:	600 W. Beverly Blvd S., Montebello, CA 90640 (323) 869-0870 / (323) 869-0875 fax / www.ralphkuon@verizon.net

<u>Comment #</u>	<u>Comment</u>	<u>Response</u>
4a	How will my property be affected?	During the development of the Relocation Plan (refer to Response 3a) an analysis will be performed on the feasibility of modifying a structure versus acquisition of the property, considering costs and all Zoning and Code Requirements.
4b	In spite of reimbursements as delineated by law, what is the expected impact in the worthiness or value of my property?	Your comment is acknowledged. Refer to Response 3a.
4c	What is the estimated increase in traffic volume and it's impact on the "quality-of-life" or work in the area?	Under the Year 2025 Build (With Widening) conditions, there is a marked improvement in roadway traffic performance with the addition of the third lane on both eastbound and westbound traffic. During the AM peak hour, the eastbound direction would operate at Level Of Service (or LOS) B (reasonably unimpeded traffic at average speeds) and the westbound direction would operate at Level Of Service (or LOS) C (slower speeds with restricted ability to maneuver). These conditions represent a substantial improvement over the Year 2025 No Build forecast of LOS D (congestion with potential substantial delays) in the eastbound direction and LOS E (severe congestion with long delays and low speeds) in the westbound direction. During the PM peak hour under Year 2025 Build (With Widening) conditions, the eastbound direction would operate at LOS F (extremely low speeds and intersection delays) and the westbound direction would

operate at LOS A (primarily free-flowing conditions). The Year 2025 Build (With Widening) eastbound directional traffic LOS F would be the same level as Year 2025 No Build conditions; however, the Build (With Widening) conditions would result in a substantial reduction in volume to capacity ratio in comparison to the No Build conditions. The Year 2025 Build (with widening) PM peak hour forecast of LOS A for the westbound direction represents a marked improvement over the Year 2025 No Build forecast of LOA B in the westbound direction.

Implementation of the proposed project would increase the capacity of Beverly Boulevard and improve the existing traffic level of service in the project area. The project would also provide needed roadway capacity along Beverly Boulevard.

Letter ID #:	5
Name	Hank Quach
Organization:	Liquor Store
Address:	269 E. Beverly Blvd., Montebello, CA 90640 (323) 721-6439

Comment #	Comment	Response
5a	I own the liquor store business at 269 E. Beverly Blvd. (building being demolished under both alternatives). Please provide relocation assistance and all other relevant information that applies to me, my business and the property I'm located in Mandarin Chinese.	Your comment is acknowledged. Refer to Response 3a. The Relocation Plan material is not available in Chinese. However, as part of the Relocation Plan, you would be eligible for Advisory Assistance. That assistance may include translation services.
5b	Comment noted next to Spanish at the bottom of the form: What about Mandarin Chinese?	Your comment is acknowledged. Refer to Responses 3a and 5a.

Letter ID #:	6
Name:	Richard K. Watase, D.D.S.
Organization:	Dental Office
Address:	505 W. Beverly Blvd., Montebello, CA 90640 (323) 724-1330

Comment #	Comment	Response
6a	There are a number of building fronts to be modified.	According to the Draft Environmental Assessment, the project would acquire the acquisition of approximately 5 feet of right of way from up to two residential parcels and 30-40 non-residential parcels (i.e., commercial, institutional, municipal use) facing Beverly Boulevard. Among the 30-40 non-residential parcels affected, there are up to 19 affected buildings that may require modifications to the fronts of the structures facing Beverly Boulevard.
6b	Who is responsible for the planning and construction of the building fronts?	The County of Los Angeles and/or the City of Montebello would be responsible as part of the project design and construction.
6c	Can some of these buildings really be modified?	During the development of the Relocation Plan (refer to Response 3a) an analysis will be performed on the feasibility of modifying a structure versus acquisition of the property, considering costs and all Zoning and Code Requirements.
6d	Who is responsible for the business impact (slowdown) during the modifications of the buildings?	Your comment is acknowledged. Refer to Response 3a.
6e	The loss of some square footage of the building can be significant to the business. Can this loss of square footage be added back in some way to the building via new construction?	Your comment is acknowledged. Refer to Response 6c.
6f	Will the City of Montebello allow this and will there be compensation for it?	Your comment is acknowledged. Refer to Response 3a and 6c. Compensation would be provided in accordance with the Relocation Plan.

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.ca-parks.ca.gov

NOV 5 2003
RECEIVED



23 October 2003

In Reply Refer To
FHWA030812A

Gary N. Hamby
Division Administrator
California Division
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

RE: HDA-CA, FILE NO. 07-LA-BEVERLY BLVD., DOCUMENT NO. P45847 [SECTION 106 CONSULTATION ON THE WIDENING AND REPLACEMENT OF BEVERLY BOULEVARD AND THE BEVERLY BOULEVARD BRIDGE OVER RIO HONDO CHANNEL, LOS ANGELES COUNTY, CALIFORNIA]

Dear Mr. Hamby,

This letter is a response to your submission of the July 2003 *Final Positive Historic Property Survey Report (HPSR): Beverly Boulevard Phase III Widening and Replacement of Beverly Boulevard Bridge over Rio Hondo Channel, Montebello and Pico Rivera, California* (HPSR). Your submission and my comments on it here are made pursuant to 36 CFR Part 800, the regulations that implement Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended.

You request in your letter of 11 August 2003, that I concur that

- (1) the Federal Highway Administration's (FHWA) determination of the subject undertaking's area of potential effects (APE) is appropriate,
- (2) adequate correspondence with Native American groups and local organizations has been undertaken,
- (3) the "cultural resource studies" that the FHWA has done so far for the undertaking are adequate, and
- (4) the undertaking, as presently proposed, will not affect historic properties.

I do not object to, but nonetheless have concerns about, the FHWA's efforts to involve the public and to identify other consulting parties, pursuant to 36 CFR §§ 800.3(e) and (f). Consultation with Native Americans should not be restricted to a mass mailing. I recommend that the information contained in Executive Order 13175 and in the Advisory Council's guidance entitled, "Consulting with Indian Tribes in the Section 106 Review Process", be examined and applied.

I concur that the FHWA's determination and documentation of the undertaking's APE is adequate pursuant to 36 CFR § 800.4(a)(1). I understand the APE to include both the Archaeological APE and the Architectural APE as those areas are described in the *Project APE* section of the HPSR (pp. I-2 and I-3) and depicted on Figures 2A and 2B of that document.

I do not object to, but nonetheless have concerns about, the FHWA's efforts to identify historic properties pursuant to 36 CFR § 800.4(b). Documentation submitted should have included a concise description of the vertical extent of the ground disturbance that implementation of the undertaking is

NOV 7 2003

likely to cause. Omitting such information has made difficult the assessment of whether the agency's 5 percent surface sample of the undertaking's APE provides a reliable indication of the potential presence there of archaeological deposits.

I concur with the FHWA's *apparent* determinations that

- 269 E. Beverly Boulevard, Montebello
- 401 W Beverly Boulevard, Montebello
- 441 N 6th Street, Montebello
- 605 and 605A W Beverly Boulevard, Montebello
- 609 W Beverly Boulevard, Montebello
- 616 W Beverly Boulevard, Montebello
- 608 W Beverly Boulevard, Montebello
- 108 W Beverly Boulevard, Montebello
- 106 W Beverly Boulevard, Montebello
- 100 W Beverly Boulevard, Montebello
- 102-104 E Beverly Boulevard, Montebello
- 224 E Beverly Boulevard, Montebello
- 500 N Forbes Street, Montebello
- 453 Holger Drive, Montebello
- 449 Holger Drive, Montebello
- 445 Holger Drive, Montebello
- 441 Holger Drive, Montebello
- Beverly Boulevard Bridge, Montebello and Pico Rivera
- Rio Hondo Channel, Montebello and Pico Rivera
- 208-224 W Beverly Boulevard, Montebello

are *not* eligible for inclusion in the National Register of Historic Places (National Register).

I infer from statements in the *IV. Cultural Resources Identified* section of the HPSR (p. IV-1) that

- (1) the FHWA has made no determinations on the eligibility of the whole of either CA-LAn-3126 or CA-LAn-3128 for inclusion in the National Register,
- (2) the FHWA determines that the portions of CA-LAn-3126 and the whole of CA-LAn-3128 in and adjacent to what the agency describes as the undertaking's area of direct impact (ADI) lack depositional integrity, and would not contribute to the National Register eligibility of either property should either property ever be found to be so eligible, and
- (3) the FHWA intends to protect the portions of CA-LAn-3126 that are outside the ADI through designation of those portions as Environmentally Sensitive Areas (ESA) and to protect the entirety of CA-LAn-3128, as well, through the property's designation as an ESA.

If my above inferences are correct, then I respectfully recommend that

- (1) the FHWA determine that CA-LAn-3128 is *not* eligible for inclusion in the National Register,
- (2) the FHWA consider CA-LAn-3126 to be eligible for inclusion in the National Register for the purposes of this undertaking only, but that the portions of this site within the ADI do not contribute to such eligibility, and
- (3) the FHWA reconsider its current finding of effect and find instead that the undertaking, as presently proposed, would not adversely affect historic properties, pursuant to 36 CFR § 800.5(b), if the

agency were to protect the portions of CA-LAn-3126 that are outside the ADI as I understand the agency to propose in my third inference above.

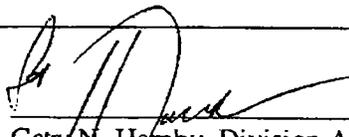
If the FHWA finds my above inferences to be correct, and if the agency is able to agree to my above recommendations, please sign the signature block below to formally indicate such agreement, and, at your earliest convenience, please return a copy of the signed block to me for my files.

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at mmcguirt@ohp.parks.ca.gov, or historian Natalie Lindquist at 916.654.0631 or at nlind@ohp.parks.ca.gov.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

	Date <u>12/2/03</u>
Gary N. Hamby, Division Administrator California Division, Federal Highway Administration	

WKM:mdm

TECHNICAL STUDIES

The following technical studies were prepared in support of the analysis and conclusions specified in this IS/EA document. Copies of the technical studies are available upon request.

- AIR QUALITY STUDY, URS 2003
- BIOLOGICAL RESOURCES SURVEY REPORT, URS 2003
- LIMITED HAZARDOUS MATERIALS SURVEY REPORT, URS 2003
- NOISE ANALYSIS REPORT, URS 2003
- DRAFT RELOCATION IMPACT REPORT, URS 2003

TECHNICAL STUDIES

The following technical studies were prepared in support of the analysis and conclusions specified in this IS/EA document. Copies of the technical studies are available upon request.

- AIR QUALITY STUDY, URS 2003
- BIOLOGICAL RESOURCES SURVEY REPORT, URS 2003
- LIMITED HAZARDOUS MATERIALS SURVEY REPORT, URS 2003
- NOISE ANALYSIS REPORT, URS 2003
- DRAFT RELOCATION IMPACT REPORT, URS 2003